

New Zealand Classic Car

THE MASTERPIECE

NEW ZEALAND'S ONLY
MERCEDES-BENZ 540K ROADSTER



AUSSIE BATTLER
HSV'S SUPERCHARGED R8

SUBLIME SD1
1985 ROVER VANDEN PLAS



NZFMR PORSCHE FESTIVAL ACTION : **TECH TALK: HOW RADIATORS ARE MADE**

DESIGNED TO ENTICE

To experience the DB9 GT for yourself,
please contact us on the details below.

INDEPENDENT PRESTIGE
120 GREAT NORTH ROAD
GREY LYNN
AUCKLAND 1021
+64 9 360 3202
sales@iprestige.co.nz
www.astonmartin.co.nz





DB9 



ASTON MARTIN



6 AUTOMOTIVE MASTERPIECE
FOR SHEER ELEGANCE, BEAUTY, AND PERFORMANCE, NOTHING
QUITE COMPARES WITH THE MERCEDES-BENZ 540K ROADSTER

18 REVOLUTIONARY ROVER
THIS MUCH-LOVED FAMILY ICON WAS PAINSTAKINGLY RESTORED TO
ITS FORMER GLORY

26 THE POWER CLUB
WE ROAD TEST THE LATEST HSV LSA R8

30 TARGA BAMBINA
ROUTES, MAPS, AND COMPETITORS LIST FOR THIS YEAR'S
TARGA BAMBINA

66 COOL TO THE CORE
THIS TECH ARTICLE TAKES AN IN-DEPTH LOOK AT HOW RADIATORS
ARE MADE

78 KITS AND PIECES
FORD 10 SPECIAL — SPORTY — WHAT HAPPENS WHEN A GROUP
OF FOUR FRIENDS GET TOGETHER



6



18



26



66



78

- 34 **READERS' WRITES**
OUR READERS HAVE THEIR SAY
- 36 **PAGE WITH GRACE**
ALL THE ACTION FROM THIS YEAR'S NZFMR PORSCHE FESTIVAL
- 40 **NATIONWIDE NEWS**
AMERICAN VEHICLE DAY, ANNUAL ROTORUA VINTAGE CAR CLUB SHOW, DENNIS BROWN PAINTING EXHIBITION, FORD AND CLASSIC AND COLLECTABLE DAY, HISTORIC MUSCLE CARS, RANGIORA MUSCLE CAR MADNESS
- 46 **BASIS EVENTS DIARY**
DISCOVER WHAT'S HAPPENING IN YOUR PART OF NEW ZEALAND
- 48 **THE MOTORHOOD**
FIND OUT WHAT'S HOT THIS MONTH ON OUR WEBSITE
- 50 **SUBSCRIBE AND WIN**
GET EVERY COPY OF *NEW ZEALAND CLASSIC CAR* DELIVERED TO YOUR DOOR, AND TAKE ADVANTAGE OF OUR LATEST SUBSCRIPTION OFFERS
- 52 **BEHIND THE GARAGE DOOR**
TAKING A PEEK AT READERS' ONGOING RESTORATION PROJECTS
- 54 **NZ CLASSIC CAR SHOW AND INTERMARQUE CONCOURS**
A COMPLETE WRAP-UP AND RESULTS FROM THIS YEAR'S PRESTIGIOUS ELLERSLIE INTERMARQUE CONCOURS D'ELEGANCE
- 60 **MOTORMAN**
DONN ANDERSON RECALLS WHEN A SMALL TOWN CALLED 'LEVIN' GOT INVOLVED WITH MOTOR RACING
- 72 **MOTOR SPORT FLASHBACK**
MICHAEL CLARK REVISITS THE LIFE OF ONE OF THE GREATEST DRIVERS EVER — JIM CLARK
- 82 **PRICE ON**
- 84 **CLUB CORNER**
WHY YOU SHOULD GET INVOLVED WITH THE ROVER CAR CLUB OF AUCKLAND
- 86 **CLASSIC AUTOMOBILIA**
NEW AUTOMOTIVE PRODUCTS, CLASSIC CROSSWORD, BRAIN TEASERS, AND COLLECTIBLE MODELS
- 92 **CFS FORM**
- 93 **CLASSIC CARS FOR SALE**
- 98 **CLASSIFIEDS**
- 100 **TRADE DIRECTORY**
- 104 **NEW ZEALAND CLASSIC CAR NEXT MONTH**

Changing times



As most of you will have read in last month's issue, with a degree of shock no doubt, long-time editor Allan Walton has decided to put his keyboard aside for a well-earned break — his first in a very long time, after 201 issues over 25 years.

Those are very big boots to fill, I have to admit.

Allan has driven this magazine through good times and bad, and I have been privileged to work beside him for almost 10 years as this title has continued to gain strength in the market under his leadership, consistently holding the mantle of New Zealand's most popular and favourite classic car publication.

Although saddened by the departure of my good friend, my focus is squarely on what lies ahead for the future of this magazine, buoyed by a new sense of pride and immense responsibility as I take over the helm of one of this country's leading automotive magazines.

It's now a matter of keeping the wheels of this classic aimed straight ahead with a fresh view, new ideas, and a good team to support me.

With this in mind, I don't intend to take to the magazine with a machete and start carving up the contents with reckless abandon in the name of change — not at this stage anyway — although the editorial whiteboard is starting to look rather shambolic due to some fairly ambitious design concepts. But, by working closely with our immensely talented design team and regular contributors, who have committed to continue their support, we will endeavour to improve this magazine with every issue, which means that you may start to notice a few design and layout alterations to your favourite sections in the months ahead.

As always, I look forward to meeting new owners of classic cars and sharing their individual and exciting stories with you every month, which is in essence what this magazine is all about — great people, great classic cars, and great stories.

Ashley Webb
Editor



ISSN: 1170-9332

SUBSCRIPTION RATES

Subscribe online: magstore.nz

One year (12 issues), \$89

Two years (24 issues), \$159

Australia, NZ\$185 (one year)

Rest of the world, NZ\$285 (one year)

Email: subs@parkside.co.nz

Phone: 09 360 1480 ext 749, 0800 PARKSIDE (727 574)

Mail: New Zealand Classic Car magazine subscriptions,
Freepost 3721, PO Box 46,020, Herne Bay, Auckland 1147



EDITOR Ashley Webb, editor@classiccar.co.nz

ART DIRECTOR Mark Tate

SUBEDITORS Jacqui Madelin, Karen Alexander

PROOFREADER Odelia Schaare

DESIGNER Hine Morgan

PHOTOGRAPHER Adam Croy

ADVERTISING SALES

Dean Payn, dean.payn@parkside.co.nz,

Dave Burns, dburns@parkside.co.nz,

AJ Norton, aj.norton@parkside.co.nz

EDITORIAL ENQUIRIES AND LETTERS TO THE EDITOR

editor@classiccar.co.nz

CARS FOR SALE AND CLASSIFIEDS

09 360 1480, info@parkside.co.nz

CONTRIBUTORS

Donn Anderson, James Black, Gordon Campbell, Euan Cameron,

Benjamin Carrell, David Cass, Michael Clark, Ron Ford, Mark Holman,

Steve Holmes, Terry Marshall, Ross McKay, Christopher Moor,

John McTavish, Greg Price, Steve Reid, Steve Ritchie, Trevor Stanley-

Joblin, Quinton Taylor, Mark Wright

RESEARCH David Cass

OFFICIAL ARTIST Don Packwood

COVER CAR

1938 Mercedes-Benz 540K Roadster

Photography by Adam Croy

NEW ZEALAND CLASSIC CAR MAGAZINE IS PUBLISHED BY



PHONE: 09 360 1480

FAX: 09 360 1470

PO Box 46,020, Herne Bay, Auckland

EMAIL: info@parkside.co.nz

PUBLISHER

Greg Vincent, gvincent@parkside.co.nz

GENERAL MANAGER, BUSINESS DEVELOPMENT

Mike White, mwhite@parkside.co.nz

GENERAL MANAGER, OPERATIONS

Simon Holloway, sholloway@parkside.co.nz

MANAGING EDITOR, MOTORING TITLES

Todd Wylie, twylie@parkside.co.nz

PRINTING

PMP Maxum

DISTRIBUTION

Gordon & Gotch

09 928 4200

NOTICE TO ADVERTISERS

Parkside Media uses due care and diligence in the preparation of this magazine, but is not responsible or liable for any mistakes, misprints, omissions, or typographical errors. Parkside Media prints advertisements provided to the publisher, but gives no warranty and makes no representation to the truth, accuracy, or sufficiency of any description, photograph, or statement. Parkside Media accepts no liability for any loss which may be suffered by any person who relies either wholly or in part upon any description, photograph, or statement contained herein. Parkside Media reserves the right to refuse any advertisement for any reason. The views expressed in this magazine are not necessarily those of Parkside Media, the publisher, or editor.

All material published, gathered, or created for New Zealand Classic Car magazine is copyright 2016 Parkside Media Limited. All rights reserved in all media. No part of this magazine may be reproduced in any form without the express written permission of the publisher.



TOTAL NZ NET CIRCULATION
TO 30/09/2014 8429

Choose your own adventure.



Whether it's off the beaten track or across to the next town, the TrailLite fleet features a range of motorhomes and caravans designed to cater for every taste of adventure and every budget.

We've thought of everything.

Auckland
77 Paerata Road, Pukekohe

Christchurch
280 Main South Road, Hornby

TRAILLITE

Landmark



benimar



FEATURE CAR

1938 Mercedes-Benz 540K Roadster

AUTOMOTIVE

There's no doubting that for sheer beauty combined with exceptional performance, nothing compares with the Mercedes-Benz 500K and 540K supercars of the 1930s. Chief among these, certainly, is the 540K Special Roadster

Words: Ashley Webb Photos: Adam Croy



MASTERPICE



New Zealand
Classic Car



It's definitely no secret that, as we mature, our personalities, and, indeed, preferences for certain things, change, and we often look back at our younger years with a certain degree of amusement. Not surprisingly, our taste for classic cars can also take a surprising twist as we mature. Yes, there are many who have become addicted to a certain marque and model of classic that is, to them, the ultimate childhood dream come true. On the other side of the coin, there are those who choose something quite different to replace every sold classic. There are also classic car owners who are passionate, marque-specific enthusiasts, such as Garry Boyce — the owner of our featured 1938 Mercedes-Benz 540K Roadster — who have reached a point from which shape and form mean as much to them as any mechanical innovation or specification.

Following a three-pointed star

Garry's passion for classic cars has played a predominating part in his life, from both performance and engineering points of view. During his early years, Garry reckons he would have definitely been labelled a 'boy racer' by today's standards. Starting out with mopeds and motorcycles, he progressed on to four wheels. His first car was a 1933 Ford Model Y and this was followed by a 1946 Fiat Topolino, a Vanguard, an A40 Farina, and then a Renault Dauphine Alpine, the last non-Mercedes car he's owned since then.

As a 15-year-old apprentice fitter and turner, Garry quickly became involved in the local classic car fraternity, and, during the ensuing years, Garry's career expanded to encompass all types of engineering positions before he finally moved into managerial roles within his chosen industry. It was during this period that Garry gained an attitude towards excellence in everything he did.

With that kind of mindset, it was clearly obvious to Garry that, at the time, Mercedes-Benz represented innovation, premium build quality, longevity, and engineering excellence, and he made a vow that one day he would arrive at a position where he'd be able to afford one.

Finally, in 1988, Garry purchased his first Mercedes — a 190E 2.6. However, for a genuine car enthusiast, the real highlight arrived in 1994 when he purchased his first real 'collector' car — a new E320 W124 coupé, the vehicle that would represent the starting point of his collection. Interestingly, that E320 is the only new Mercedes-Benz Garry and his wife, Alison, have ever owned, and they purchased that car direct from the Niederschlag in Hamburg, a sister company for direct purchase for export.

Garry was now at the point of no return. He'd caught the bug, and the only cure was to add a few more Mercedes into the garage, starting with a 1964 220 SECB coupé. In 1998, he acquired a 1957 190SL, a suitable alternative to the 300SL coupé or roadster that were, at that time, well beyond Garry's means. Then, in 1999, Garry purchased his first 'Pagoda' — a 1968 280SL. This rare beast, fitted with a ZF five-speed manual gearbox, of which only 26 right-hand drive examples were ever built, was nicknamed the 'California Coupé'.

The flight of the Gullwing

During the years he was slowly building up his car collection, Garry never lost sight of his ultimate childhood dream — to own a 300SL coupé, the legendary Gullwing. However, achieving that dream seemed to be utterly and completely out of the question, so, instead, he concentrated his thoughts and efforts on the next best thing, a 300SL Roadster.

He'd always admired that car's sensuous, voluptuous lines as well as its superb performance and handling characteristics, but, due to high international prices, he felt that the most logical way forward would be to search the world for a suitable restoration project.



Finally, after many years of difficult searching — bearing in mind that many surviving 300SL Roadsters had already been fully restored as befitting their status as genuinely iconic and collectible classics — in 2001, Garry finally discovered a roadster in a somewhat distressed state in the Netherlands. The car was number 154 off the production line and, henceforward, would be referred to by Garry's wife as "piles of junk in cardboard boxes" following the arrival of said boxes in New Zealand.

Sorting through everything, Garry embarked on a five-year restoration project, beginning in 2003 and completed in 2008. The end result, a stunning 300SL Roadster finished in silver, featured on the cover of the February 2008 edition of *New Zealand Classic Car*.



Garry's 300SL Roadster, finished in silver, featured on the cover of the February 2008 edition of *New Zealand Classic Car*

Overall, the car's incredible complexity made the reconstruction and reassembly process torturous, although Garry would later sum up the final result as "scrumptious". The final test came in February 2008 when the car was presented at the Ellerslie Intermarque Concours d'Elegance in the Masters Class event. The Mercedes ended the day in top position, having earned a total of 565 out of 590 points — the highest score ever awarded to a concours competition car in New Zealand at that time. That same year, Garry took the car to Sonoma in Northern California, US, for the Gullwing Group International Convention. Here, in competition with 68 other SL Gullwings and Roadsters, Garry's car was judged Best Show Roadster and Best of Show. A truly creditable achievement and an outstanding advertisement for the quality of classic car restoration in New Zealand.

There can be few classic cars as rare and desirable as the Mercedes-Benz 300SL 'Gullwing', so imagine what it would be like to discover one of the fabulously rare alloy-bodied examples. It's fair to say that nothing much happens in classic-Mercedes world, locally or internationally, without Garry knowing about it, so it wasn't surprising to learn that he became aware of an



1936: While living in Paris, the 23-year-old Baroness Gisela von Krieger buys a Mercedes-Benz 540K two-door coupé. Her 19-year-old brother, Henning, buys

a Mercedes-Benz 540K Special Roadster, which Gisela — considered one of the most fashionable women of her time — commandeers soon after.





SUPPORT THE INSURER THAT SUPPORTS YOUR HOBBY



1985 ROVER 3500 VANDEN PLAS (SD1)



WHERE AGREED VALUE MEANS AGREED VALUE — NO FISH HOOKS

For all your classic car insurance needs, Classic Cover has a policy specially designed to cover your prized possession. Classic Cover — the original specialist vehicle insurance provider — accept no substitutes. We guarantee the best cover for your classic car.

PHONE US NOW FOR AN OBLIGATION-FREE QUOTE ON 0800 456 254
OR CHECK OUT OUR WEBSITE WWW.CLASSICCOVER.CO.NZ



extremely rare 300SL lightweight Gullwing as well as a 1958 300SL Roadster hiding away somewhere in the Waikato.

Garry's persistence finally paid off, and, following a somewhat drawn out negotiation process, he was able to negotiate the purchase of both cars. A decision was then made to embark on the restoration of both cars simultaneously in an endeavour to apply synergy to the project.

As the culmination of an exhaustive and comprehensive restoration, Garry finally unveiled his new masterpiece — a gorgeous 1956 Mercedes-

Benz 300SL Gullwing, number 27 of the only 29 aluminium-body cars ever produced — at the 2015 Ellerslie Intermarque Concours d'Elegance and, once again, took out top honours in the coveted Masters Class competition. The Gullwing featured on the cover of our April 2015 edition. And, as you read these words, Garry's second 300SL Roadster is currently in the final stages of restoration.

Over the years, Garry's passion for cars has developed to the stage at which he views them as enjoyable pieces of artwork with the advantage that you can drive them.

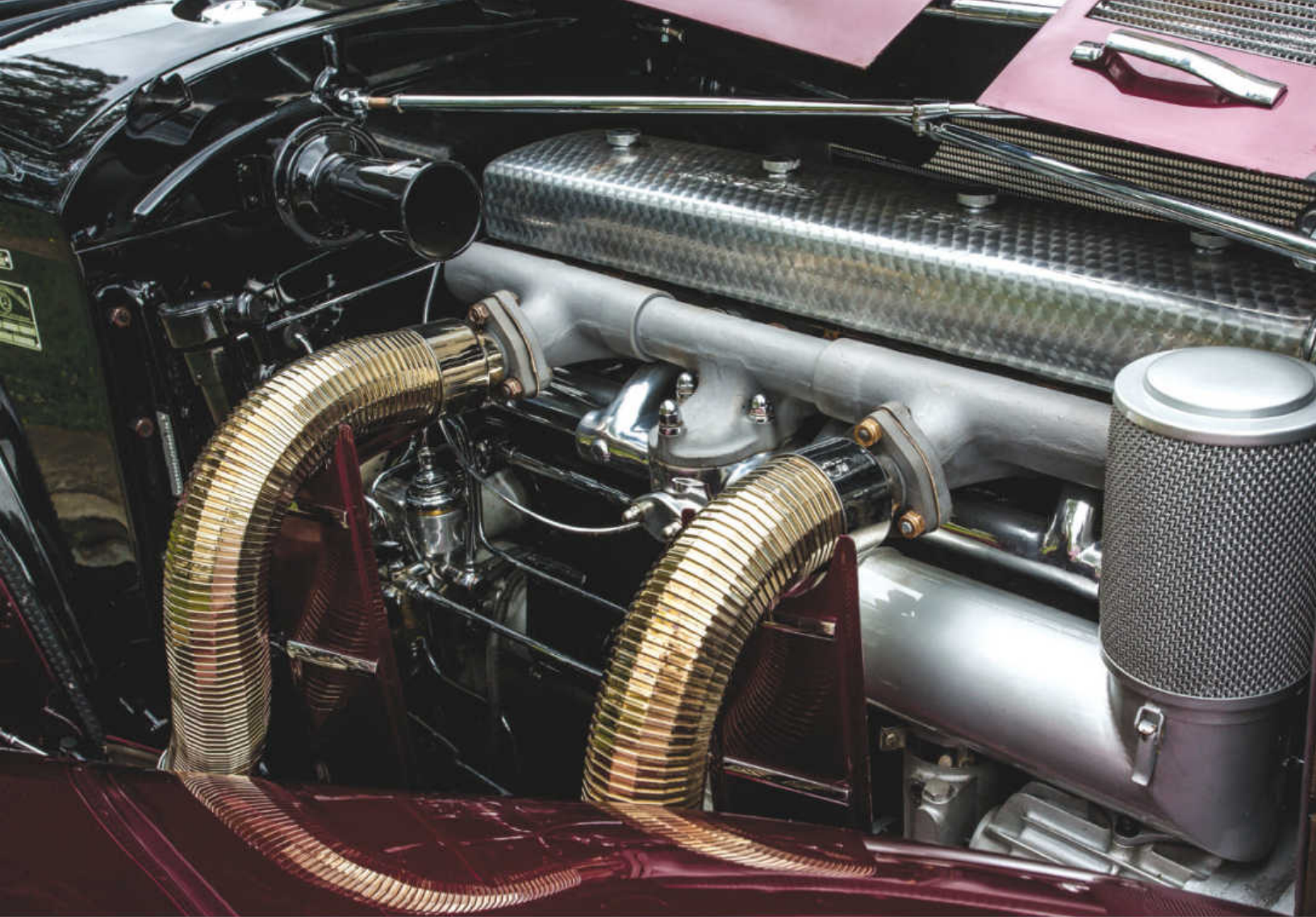


"Finer 20th Century Automobiles, Examples of Highly Complex and Mobile Three Dimensional Craftsmanship, Are Higher Forms of Art and Design Than Mere Two Dimensional Paintings or Sculpture"

This philosophy influenced his decision immensely when he started searching for his next Mercedes-Benz. After selling his 300SL Gullwing to an offshore buyer, he had begun looking for a car that would suit his changing taste in cars, when a beautifully restored 1938 540K Roadster, due to go to auction in the US, caught his attention.

Garry was instantly mesmerized by the intoxicating artistic style, grace, and performance capabilities of this piece of rolling sculpture — a car he described as "Big, brutal, in your face and absolutely gorgeous!"

That's a view shared by the late Griffith Borgeson, one of the world's greatest automotive historians, who had



this to say in reference to the 540K Roadster: “There is a harmony and balance of line and mass ... which very simply defies any conceivable improvement. They are sculptural perfection. For many people of taste, more beautiful cars will never be designed and built.”

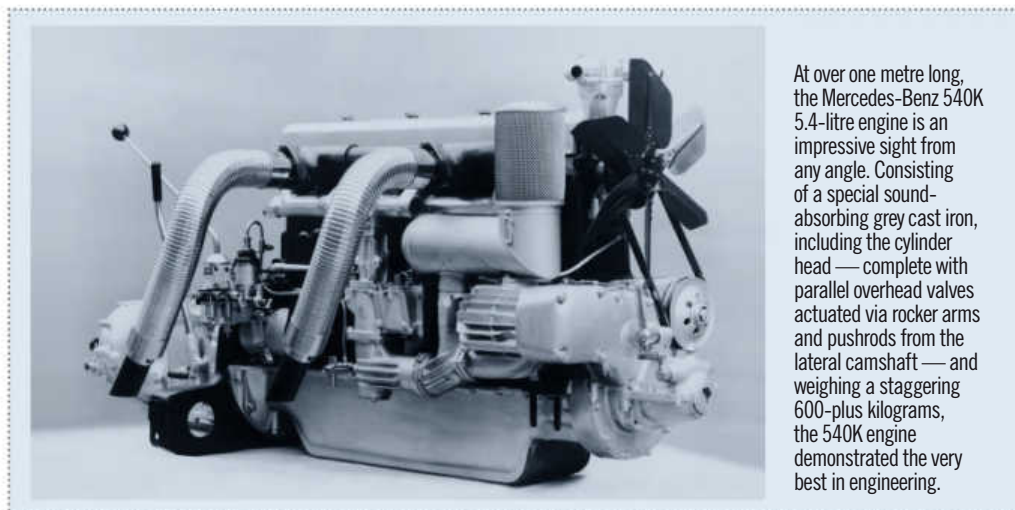
For Garry, the 540K Roadster epitomizes the legend painted across one of the central support beams in his impressive garage — “Finer 20th Century Automobiles, Examples of Highly Complex and Mobile Three Dimensional Craftsmanship, Are Higher Forms of Art and Design Than Mere Two Dimensional Paintings or Sculpture”.

Garry purchased the 540K in late July 2015.

An exercise in elegance

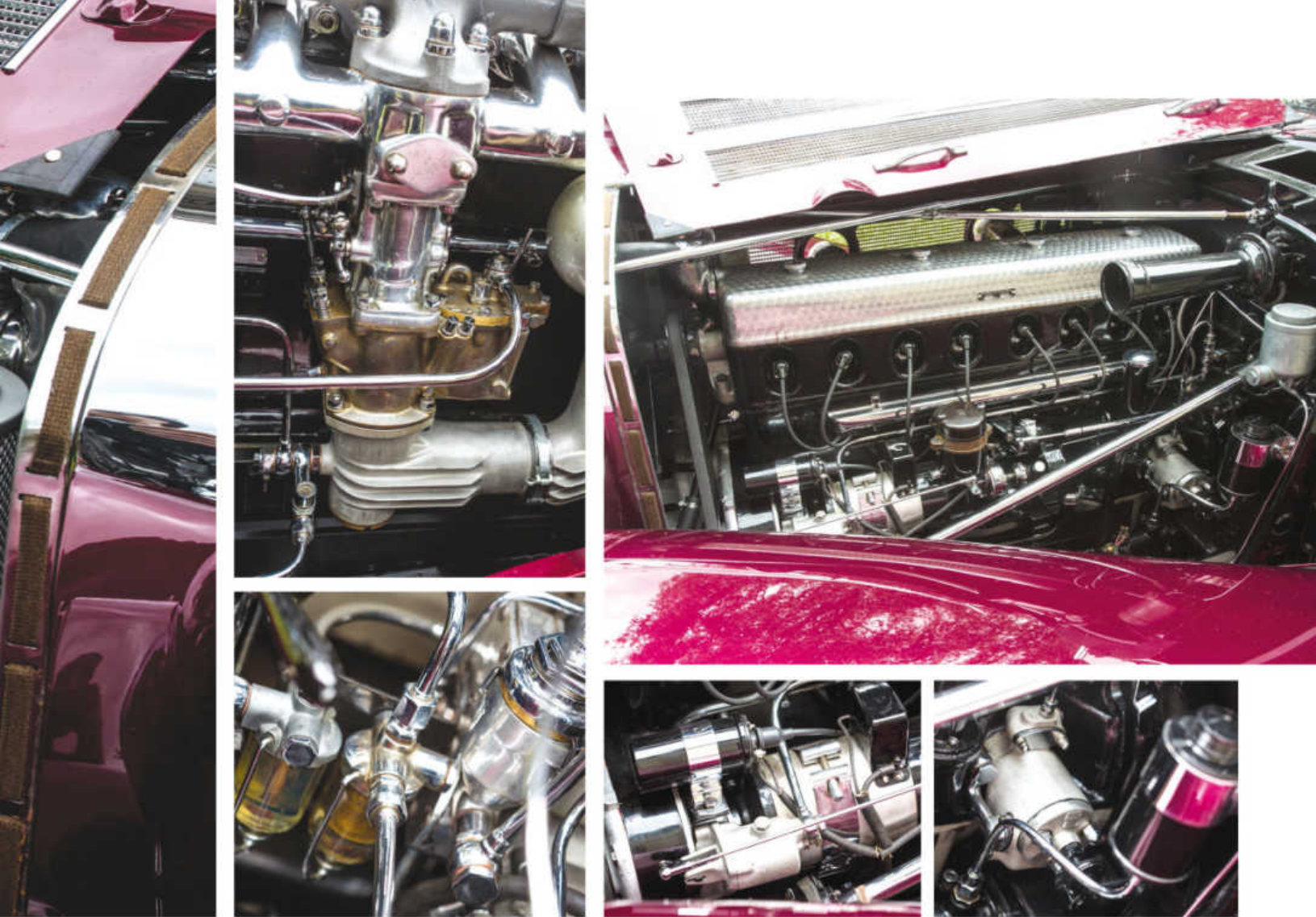
Back in those long-gone days when the price of fuel was just tuppence ha’penny a gallon, the Mercedes-Benz supercharged 5.4-litre straight-eight engine’s unquenchable thirst was of little concern for the rich and famous private owners who were able to fork out an asking price that, at the time, was about the same as the cost of a custom-built Rolls-Royce Phantom III.

The Mercedes 540K Roadster was also a formidable performer, being the ultimate development of the supercharged Mercedes range that had its origins in the company’s World War I aero engines. The 540K’s performance definitely benefitted from



At over one metre long, the Mercedes-Benz 540K 5.4-litre engine is an impressive sight from any angle. Consisting of a special sound-absorbing grey cast iron, including the cylinder head — complete with parallel overhead valves actuated via rocker arms and pushrods from the lateral camshaft — and weighing a staggering 600-plus kilograms, the 540K engine demonstrated the very best in engineering.





Paul Daimler's — son of the company's founder — experimentation with superchargers in an effort to make Germany's warplanes fly faster and higher than any other.

Prior to World War II, Daimler-Benz, the parent company of Mercedes-Benz, was the leading manufacturer of luxury cars in Germany. The company also enjoyed a great deal of success on the Grand Prix circuits and in sports car events due, in part, to advancements in technology, including supercharging, fully independent suspension, the use of light alloy materials, and overhead camshafts.

In 1932, Mercedes-Benz started building a range of large, fast grand tourers, and, in 1936, the 540K was unveiled at the Paris Motor Show as one of the cars commemorating the 50th anniversary of the invention of the first automobile by Karl Benz. It also became Mercedes-Benz's flagship model, built to special order only.

The 540K was superbly engineered and boasted all-independent suspension, with features such as unequal-length control arms in the front and coil-spring swing axles in the rear. Uniquely designed horizontal springs linking the two axle halves together to prevent the rear-wheel tuck-under was another inventive feature of the suspension.

The 540K engine utilized the same pushrod inline straight-eight developed for the earlier 380K model of 1932 but enlarged accordingly. Power output was a modest 115hp (84.5kW), but, when

the supercharger kicked into action, those figures were boosted significantly to 180hp (132.3kW). The 540K driver had the option of maximizing power by engaging the supercharger via a small clutch. Mercedes-Benz warned that, to preserve engine life, the supercharger should only be fully engaged for short bursts.

The car also featured a luxuriously appointed interior, complete with a mother-of-pearl instrument panel, rich leather seating, and twin spotlights flanking a swept-back front windshield, and the finest pre-war styling, penned by Hermann Ahrens, epitomizing the company's masterwork.

Ahrens had joined the company in 1932 to manage the Sonderwagen (Special Vehicles) section, designing and building limited-production coachwork for the top Mercedes-Benz models. With an impeccable eye for shape and form, the 28-year-old Ahrens had total responsibility for the both design and production of the coachwork on all limited-production Mercedes-Benz cars, including the great sports roadsters and coupés.

Art-deco sculpture

The 540K was essentially a larger version of the 500K and stood at the top of an entire range of Mercedes-Benz luxury cars, the first of which had emerged in 1933 as the 380.

The 540K also shared the same mechanical set-up and chassis configuration as the 500K but was significantly lightened by the replacement



1938 MERCEDES-BENZ 540K ROADSTER

ENGINE	Supercharged in-line-eight
CAPACITY	5401cc
BORE/STROKE	88/111mm
VALVES	Overhead, two per cylinder
COMP. RATIO	6.13:1
MAX. POWER	134kW (180bhp) at 3400rpm
FUEL SYSTEM	Single updraught carburettor / Roots-type supercharger
TRANSMISSION	Four-speed manual with preselector change
SUSPENSION F/R	Independent with double wishbone, coil springs, hydraulic dampers / Independent, swing axles, double coil springs, hydraulic dampers
STEERING	Worm-and-nut with separate linkage to each front wheel
BRAKES F/R	Lockhead hydraulic drums all round, servo-assisted
DIMENSIONS:	
OVERALL LENGTH	5150mm
WIDTH	1820mm
HEIGHT	1580mm
WHEELBASE	3290mm
TRACK F/R	1515/1502mm
KERB WEIGHT	2300kg
PERFORMANCE:	
MAX SPEED	169kph
0-100KPH	16 seconds

of the 500K's weighty chassis sections with much lighter oval-section tubes — a process inspired by the company's development work on the famous Silver Arrows, the legendary race cars produced by Mercedes-Benz between 1934 and 1939. The cars also shared the same body styles, which ranged from rather conservative cabriolet to the exotic and rare Special Roadster.

It was Ahrens' artistic flair that that elevated the 540K into a place among the immortals of motoring history. He was responsible for the car's glorious, sweeping scallop-edged guards, integrated running boards, and doors that beautifully compliment the arrogantly long bonnet with a low windscreen and the exterior exhaust pipes of the supercharged 500K and 540K. The handsome V-shaped grille, another standout feature, nestled between the imposing front guards, gives the impression of a ship's hull cutting through bow waves. At the stern, an equally impressive, elegantly tapered tail completes the true marvel of proportion that was harmonious despite its extreme length of over five metres. This massive handcrafted art-deco sculpture was the absolute pinnacle of automotive desirability from the moment it was launched in Paris.

Garry took a well-earned break from the rigorous task of having a car judged at this year's Ellerslie Intermarque Concours d'Elegance and decided instead to let us display his elegant 540K Roadster in the Newmarket Room. If you were fortunate enough see the car, spare a thought for those who witnessed the unveiling of this piece of rolling sculpture at the 1936 Paris Motor Show. ■

Garry's gorgeous 1956 Mercedes-Benz 300SL Gullwing, number 27 of the only 29 aluminium-body cars ever produced — featured on the cover of our April 2015 edition.



***“Nobody can take your message to the streets
of New Zealand in a more powerful way.”***

Guy Stewart – Managing Director, Skope® Classic



PHANTOM
BILLSTICKERS

0800 PHANTOM • posters@0800phantom.co.nz

Nationwide Street Level Billboards, Poster Bollards &
Art Frames Ready For Your Campaigns

FEATURE CAR

1985 Rover 3500 Vanden Plas (SD1)



REVOLUTIONARY ROVER

This Rover SD1 has been part of Michael Ahie's family since his grandfather drove it off the showroom floor over 30 years ago. He shares the story of returning the Rover to its former glory

Words: Michael Ahie Photos: Duncan Rourke



FEATURE CAR

1985 Rover 3500 Vanden Plas (SD1)



A few years later, Pa bought another Rover SD1, registration number MG261. This time, it was the top-of-the-range 3500 Vanden Plas, the Series II version lavished with everything 1980s technology could offer

The bright-metallic-green Rover SD1 looked like something from outer space — well, it did to me when I first saw it at the end of our driveway with my grandfather at the wheel.

Growing up in a small rural community in Taranaki in the 1970s, my grandfather's new Rover SD1 caused quite a stir when it was first sighted in Opunake. It was 1979, and I was 13 years old. In those days, my dad drove an HG Holden ute and my mum, a Vauxhall Chevette. A Rover SD1 was very exotic in small-town New Zealand back then.

My grandfather was known to everyone in town as 'Jim', and to all his whanau as 'Pa', and, when he pulled up at the end of our driveway in that space-age Rover SD1, I was hooked. He took me for a ride. I'll never forget that first cruise down Tasman Street, with him at the wheel, and me looking at all the gauges and switches and listening to the purr of the engine. My love of cars was well on its way to full obsession. My grandfather owned an SD1! This meant immediate street cred to me, his grandson.

A few years later, Pa bought another Rover SD1,

registration number MG261. This time, it was the top-of-the-range 3500 Vanden Plas, the Series II version lavished with everything 1980s technology could offer: air conditioning, headlight washers, electric and heated mirrors, fog lights, power steering, central locking, electric windows, an electric sunroof, a leather steering wheel with tilt-and-reach adjustment, front and rear reading lamps, a burr-walnut fascia and door inserts, rear passenger heating, an Alpine radio/cassette with four speakers, tinted glass, a front spoiler, and — my favourite feature — a trip computer with a stopwatch and ... a 240kph speedo. Wow.

By this time, I was at university and didn't see my grandfather as much. It was the last Rover he owned, and, after his passing in 2002, it sat, a little forlornly, under a few blankets in a shed on our farm back home.

Alice

In 2007, I was standing around the car with my uncles, Terry and Joe, and I (quite innocently) asked, "What are we going to do with that?"





Uncle Joe replied, "You want to take it home with you?" I lived in Wellington. I said, "Really?"

"Really," he replied, "and bring it back when you've had enough of it."

That was the start of an eight-year restoration project.

It was my grandmother who actually wrote out the cheque to buy MG261. My cousin Nicola found the original purchase receipt in some old files. My grandmother's name was Alice. She always had a blanket over the back seat to protect the velour, and would often sit in the back with an eye on the speedo; Jim got a short sharp order to slow down if the needle even approached 101kph.

'Alice' is what I call the car now; it seems to fit.

In mid 2007, I went back up to the farm to trailer the car to Wellington. I found it to be in a sorry state. Eight years of sitting idle had not been kind. A family of mice, long deceased, had made a right mess of the interior. It stunk, and there were nests in

Mike Baucke of The Surgery wanted to ensure Michael was getting the best SD1 in New Zealand. When Michael ordered new walnut trim for the dash of the SD1, Mike quickly pointed out that they could do a far better job restoring the original trim, and, when Michael was considering redoing the

Oatmeal velour, Mike simply stated, "It's not like the whanau will jump in and say 'Gee, this fabric smells great'". Michael went ahead with the sumptuous biscuit leather interior and now admits this is one of his favourite features of the car, as it makes it smell and feel like the British statesman it is.





the dash where the clock used to be. The registration sticker on the windscreen had an expiry date of February 1999. Anyway, after a jump start, it fired into life remarkably easily, and I drove it onto the car trailer — after a quick squirt up Opuia Road, just for old-time's sake.

Sentiment

In late 2011, I rang my dad: "Dad, I've still got Pa's Rover in the garage."

"I know that, son."

"I've done the sums, Dad. It will cost me heaps to fix it properly, and it will be worth less than restoration cost, and I'm feeling guilty about it, and Janine's car is outside and I haven't got time, and ..." On and on I went, with a long series of excuses.

"Well, sell it then," he said. There was a long pause.

"I can't sell it, Dad! It's the last car Pa ever owned!"

Another pause. "Well, fix it then," he said.

And that was that. Decision made. Restoration was to commence immediately.

Disassembly started on Saturday, February 4, 2012. On the team that day were my dad and my sons, Sam and Joe, who were 14 and 11 at the time.

Over the next six weeks, we worked every weekend and a couple of nights each week to fully strip the car. Tuesday night became the unofficial 'Rover Night', and mates and family members showed up to help out.

On Sunday, March 18, 2012, it was done, and we secured everything ready for the transporter to take the body shell to Mike Baucke and the team at The Surgery for the panel and paintwork. I had started a diary of all the work, and recorded the hours done, and by who. The total disassembly time was 105 hours.

Spectacular result

On Friday, November 23, 2012 the body shell came back from The Surgery. It looked amazing in its new coat (well, many coats) of Burgundy Mica Pearl. It was hard to believe it was the same car.

I had given Mike a challenge with the paint specification and the finish I wanted, plus every single



ENGINE ENHANCEMENTS

Kelford 190-B performance camshaft, Crow Cams Rollmaster dual-row timing chain and gears, Hylift Johnson hydraulic lifters, K&N air filters with dual cold-air intake, ceramic-coated Rimmer Brothers SS headers plus Rimmer Brothers SS exhaust system, Conversion Components billet-steel lightweight flywheel



After 1700 labour hours, three-and-a-half years, some challenging days and nights, and a few laughs, too, it was done

panel had a war wound of some kind. The finished result is a tribute to the panel accomplishments of the team at The Surgery and to Mike's painting skill. The restoration team members were all very nervous about the rebuild — no one wanted to be the first to mark the perfect paint!

I needed an experienced mechanic to help out with some of the technical bits, and I was keen to have someone to mentor Sam, who wanted to rebuild the engine. I asked around, and Roy McGuinness put me onto a young chap named James Davison. Roy said he knew a thing or two about Jags and Rovers, and might just be prepared to join the Tuesday Rover Night crew. I met James, and things just went from there. He has been a major part of the build from day one.

He and Sam hit it off from the start, and their banter and general hilarity made the project a lot easier — those who have attempted a major restoration like this will know that motivation can wane at times; these two blokes kept me going, that's for sure. The energy of this duo created one very exceptional Rover V8 engine.



Owner: The Jama Trust
Project sponsor: Michael and Janine Ahie
Place of manufacture: Cowley, Oxfordshire, England
Restoration team: James Davison, Sam Ahie, Montgomery Ahie, Janine Ahie, Joe Ahie, Joel Ahie-Drought, Andrew Fox, Michael Ahie
Thanks to: The Surgery, JA Davison & Co, Gareth Clark, Rimmer Brothers, Kelford Cams, John Harcourt Engines,

High Performance Coatings, Steiger Glass, Repco Johnsonville, Nick Marshall, Wellington Rover Club, Mobile Upholstery, Mike Baucke, Mag & Turbo Lower Hutt, Andrew Eccleston, Instant Windscreens, Auto Air Conditioning, Classic & Modern Motoring, Autostripes, Rover SD1 designers: David Bache and Spen King



SPECIAL THANKS TO

The Ripo Tautahi Whanau Trust
Aroha mai kia korua ko Tini Rauariki Tehi (James) Ahie ko Tapakione (Alice) Ahie.

"He toka tu moana, ara he roa rongonui."
"Your strength is like a rock that stands in raging waters."



1985 ROVER 3500 VANDEN PLAS (SD1)

ENGINE	Type 16V, aluminium-alloy V8
CAPACITY	3528cc
BORE/STROKE	88.9x71.1mm
COMP. RATIO	9.35:1
FUEL SYSTEM	Twin SU HIF 44E with electronic fuel management
MAX POWER	116kW (155bhp) at 5250 rpm
MAX TORQUE	268Nm at 2500rpm
TRANSMISSION	Five-speed manual, aluminium-alloy (W55 series)
SUSPENSION F/R	MacPherson strut with coil springs and anti-roll bar, Rover Vitesse-specification springs and dampers / Live-axle with coil springs, semi-trailing arms, torque tube, Watts linkage. Rover Vitesse-specification springs and dampers
STEERING	Power-assisted rack-and-pinion; turning circle 10.4m, 2.7 turns lock-to-lock
BRAKES F/R	258mm ventilated-disc with four-piston calipers / 228mm drum, self-adjusting
DIMENSIONS:	
WHEELBASE	2814mm
LENGTH	4740mm
WIDTH	1765mm
HEIGHT	1384mm
FUEL CAPACITY	65.9 litres
KERB WEIGHT	1458kg
PERFORMANCE:	
0-96KPH	8.4 seconds
MAX SPEED	201kph



When The Surgery had put the finishing touches on the SD1, Michael invited his extended family and everyone involved in the project to come along for a Māori blessing by Michael's

father, Montgomery. Mike at The Surgery says, "The ceremony went very well and was quite moving. It made everyone involved feel very included in the process and was the icing on the cake".

The restoration carried on in earnest through the rest of 2012 and into 2013. In 2014, the SD1 took a back seat to another car project, then things got back underway in early 2015.

Dad and I decided we needed some more expertise to help us cross the finish line. I placed a 'Help!' call to Andrew Fox at Classic and Modern Motoring. He came over that afternoon.

Andrew has worked on our classic cars over the last 13 years. He became 'Chief Drivetrain Finishing Officer'. With Andrew's help, we sorted the last clutch, gearbox, and exhaust issues. We were ready for *ignition*.

The first engine start was on Thursday, August 6, 2015. It was a nerve-racking experience for me. Engine builders James

and Sam didn't seem too worried — they had confidence in the build, obviously! It all went well, other than the fuel pump failing after sitting around in the fuel tank for 16 years doing stuff-all — somehow, James procured a new genuine replacement one within two hours. We had fuel, spark, and plenty of oxygen-rich Wellington air. The fresh Rover V8 fired up. It was a very special day for me.

The test drive round the block was event-free. James monitored engine functions. I couldn't get the smile off my face. It ran perfectly. After 1700 labour hours, three-and-a-half years, some challenging days and nights, and a few laughs, too, it was done. Jim and Alice's SD1 is back on the road, and she looks spectacular. ■



CAFFEINE & CLASSICS

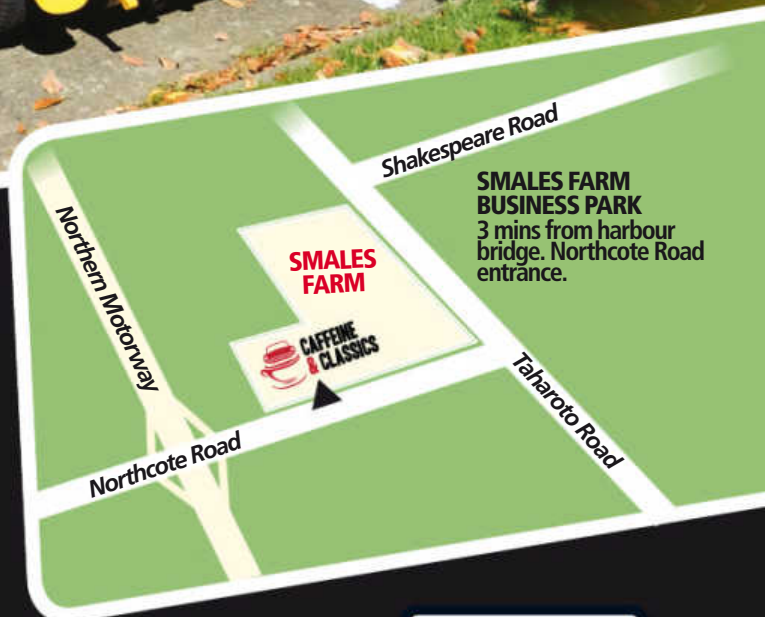
THIRD ANNIVERSARY

FEBRUARY 28, 2016. 9.30AM-12.30PM

ALL TYPES OF CLASSIC VEHICLES WELCOME!



**FREE GIFTS TO
FIRST 500 CARS
TOTAL VALUE \$20,000!**



[facebook.com/CaffeineAndClassics](https://www.facebook.com/CaffeineAndClassics)



THE POWER



CLUB



It's got 30kW less than its big brother, but leaves an extra \$17K in your back pocket — so, how does the new HSV LSA R8 stack up against the Holy Grail, the GTS?

Words: **Todd Wylie** Photos: **Adam Croy**

It's hard to write something about the Holden Special Vehicles (HSV) range that's not been said before. Terms like 'bang for buck', 'value for money', and 'mind-warping performance' all come to mind, and all are accurate. But with each and every successive generation that rolls off its production line — hand produced, just FYI — HSV seems to keep raising the bar.

The recent release of the Holden Commodore VFII platform gave the technical wizards at HSV even more toys to play with, and a higher level from which they could step up their game. Included in the new factory features are paddle shifters, functional bonnet vents, and remote start. But while these items are cool on a normal vehicle, on something as well specced as the HSV Gen F2 Clubsport LSA R8, they almost go unnoticed — this is far from being a 'normal' car.

Rampant ponies

While the name is a mouthful, those with any appreciation for General Motors' engines will smile at the sight of the letters 'LSA'. The LSA is the motor that HSV bestowed on the last-generation HSV GTS, and it's an engine with which we instantly fell in love. With a 1.9-litre supercharger up top and a forged bottom end, the GTS-spec LSAs are rated at 430kW, and the LSA R8 drops that figure to 400kW, which is still nothing to be sneezed at. While HSV claims the lower power is partially due to the loss of the GTS's bimodal intake, we're prepared to guess that it is due to the tune more than anything else — meaning that, if you so desire, a quick hack into the car's engine control unit (ECU) might well see you reach near-GTS power levels.

The thing is, though, that, when you drive the LSA R8, you simply don't need it; there is more than enough power on tap.

Like the GTS, the LSA is far more refined than the raw sledgehammer that you'd expect it to be with that many rampant ponies running around inside the 6.2-litre engine under the hood. Helping out in this area is the full GTS-spec driveline, including the incredibly smooth 6L90E six-speed transmission, and the uprated diff with 3.23:1 final-drive ratio (3.73:1 in manual vehicles). This driveline gives the confidence to turn the driver preference dial behind the shifter into Sport

FEATURE CAR

2015 HSV Clubsport LSA R8



2015 HSV CLUBSPORT LSA R8

ENGINE	Supercharged LSA Generation IV Alloy V8
CAPACITY	6.2-litre
MAX POWER	400kW at 6150rpm
MAX TORQUE	671Nm at 4200rpm
FUEL SYSTEM	Electronic returnless
TRANSMISSION	Six-speed auto with Active Select and paddle shifters
SUSPENSION F/R	MacPherson-strut, direct-acting stabilizer bar, linear-rate coil springs / Multi-link independent-rear, linear-rate coil springs
STEERING	Electric power
BRAKES F/R	367mm ventilated-disc with forged four-piston calipers / 372mm ventilated-disc with forged four-piston calipers
WHEELS/TYRES	Forged alloy / ContiSportContact 5P
DIMENSIONS:	
OVERALL LENGTH	4991mm
WIDTH	1899mm
HEIGHT	1453mm
WHEELBASE	2915mm
TRACK F/R	1616mm/1590mm
KERB WEIGHT	1907kg
PERFORMANCE:	
MAX SPEED	250kph limited
0-100KPH	4.6 seconds
STANDING QUARTER-MILE	12.7 seconds

or Performance mode and really push the car, with no fear of the massive 671Nm of torque doing any damage.

Impressive package

With a twist of the dial, the electric power steering becomes noticeably heavier, and the bimodal exhaust goes from barely audible to the roar you'd expect from such a mechanical monster. While we appreciate the addition of the paddle shifters, when it comes time for the twisty bits, you're so busy trying to focus your eyes at the next corner that adding shifting into the mix is only adding difficulty for yourself. Regardless of how good a driver you are, you'll never be able to shift more quickly than the computer can, so you're only fooling yourself, but at least you're having fun while doing so.

With the upgrade in power over previous-generation R8s comes a bigger brake set-up, with four-piston calipers all round. While they're not the six-pots of the GTS, and the car loses the torque vectoring the GTS offers, the brake set-up is still impressive and has no problem hauling the car up. In fact, we'd say the difference in braking is not noticeable — unless, perhaps, you're pushing the car to extreme levels.

And that's the nice thing about the LSA R8: whether you drive it in rush-hour traffic, at 10-tenths





on back roads, or even on the track, it's more than accommodating and capable. In fact, we'd go as far as saying it's easy. From the simple things like the keyless entry to the push-button start; the reversing camera and sensors; and through to the supportive seats, big brakes, and extreme power, it makes daily driving simple and spirited driving fun. No compromises.

To help keep the purchase price down despite the boosted mechanical package, the LSA R8 has lost a few things that have been standard fare in the R8s of old, such as the Enhanced Driver Interface (EDI) and the console-mounted twin gauges. In reality, neither of these is a huge loss, as after the first five minutes of watching how much G-force you can exert, or glancing at the digital tacho, the novelty of the EDI wears off — unless you take the car to the racetrack, where the built-in lap timer can come in handy, especially as all New Zealand tracks are preprogrammed.

We're actually quite happy that the gauges have gone, as, given the car's lack of ignition barrel — it has



The LSA is the motor that HSV bestowed on the last-generation HSV GTS, and it's an engine with which we instantly fell in love.

a push-button start — that creates somewhere for you to put the keys, not to mention another charge point for your electronic devices.

Subtle design

Exterior-wise there's no denying that the LSA R8 is from the HSV stable, but, even with the new front bumper and side-skirt design, it's still quite subtle — or, more correctly, the difference between the Gen F and Gen F2 is subtle. To allow for the LSA's additional cooling requirements, the frontal area has been opened up more, and additional brake cooling ducts are now found each side, along with new daytime running lamps. The black finish of the ducts ties in perfectly with the black lower front splitter and lower side sills, which flow into the rear bumper, making for a very cohesive look. The 'Hyperflow' rear spoiler, which is an exclusive option available only on the LSA R8 (at a cost of \$895, and fitted to our test vehicle) does tend to block a bit of rearward vision, but certainly not enough to complain about. If you are worried, there is the option to leave the car with the stock Lo-line spoiler. Likewise, you can spec the EDI (\$1195), among myriad other options.

We'd take the car just as is, without any upgrades, as it's that good. In stock guise, it'll set you back \$102,490 (auto) or \$99,990 (manual) — \$17,500 less than the GTS, a decent saving for what most would consider not much difference in vehicle.

So, if you're in the market for a corner-carving powerhouse that can offer you unlawful amounts of fun, can drop the kids to school in comfort, and can pick up the groceries with ease, don't drive the GTS, as you'll be blown away by the LSA R8. Try out the GTS and you'll want one, of course, so do so at your own peril! ■

Targa NEW ZEALAND

'The Ultimate Road Race'

COUNTRY FAIR
SATURDAY 21st NOV 2015



It's a case of a new year and a fresh new look for the Targa calendar, with a two-day Pukekohe-based Targa Bambina over the March 5–6 weekend the first of a trio of events we've fine-tuned for 2016

Key to the new Targa Bambina format is convenience and keeping a lid on the cost of entering and competing.

By basing the event at the Pukekohe A&P

Showgrounds and running stages cloverleaf-style from a central base, it becomes easier and cheaper to plan and execute a successful race and service strategy. A central location and a simple Saturday-Sunday format are also easier on our officials and valued volunteers.

The other innovation at the Bambina event is the introduction of a Classic Targa Tour category.

The concurrent but non-competitive Targa Tour has become an increasingly popular part of recent Targa events, and the addition of some beautiful classics — in

their own dedicated category, led by Greg Paul in his Fiat 125T — will only add to its appeal and prestige.

The second event on our revamped 2016 Targa schedule, Targa Rotorua, retains its recent May date (Saturday and Sunday, May 14–15) but reverts to its original two-day format.

Meanwhile, after ticking all our major 'marathon' event boxes — taking the event to the South Island in 2014, then knocking off over 1000km of special stages in the North Island last year — we've reserved the biggest changes for our signature multi-day event, Targa New Zealand, in October.

Now in its 22nd year, Targa New Zealand 2016 will be contested over four — rather than six — days, gathering in Taupo on Wednesday,

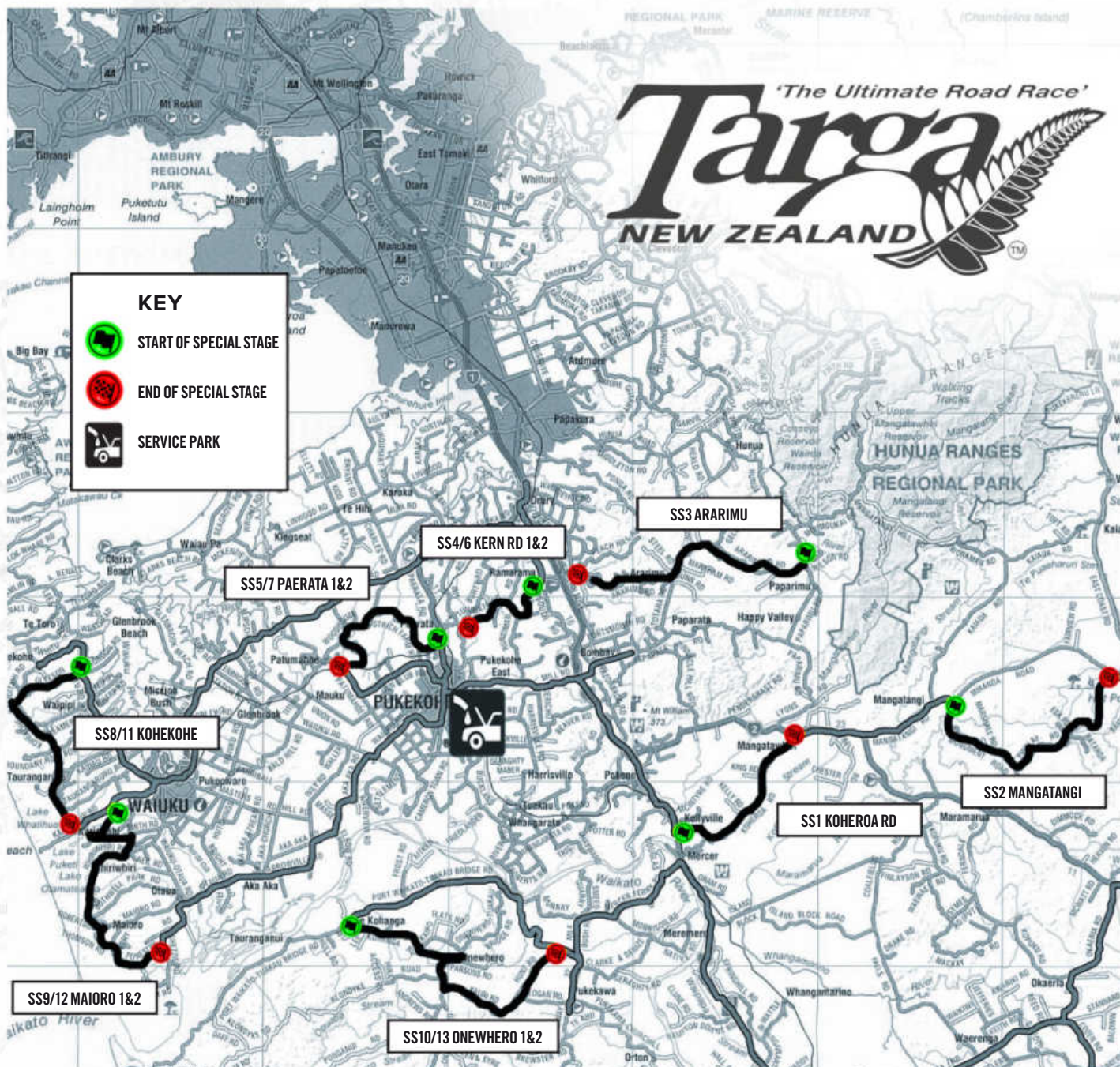
October 12 (two weeks earlier than usual) then starting a four-day odyssey from there on Thursday, October 13, and finishing in Havelock North in Hawke's Bay on Sunday, October 16.

Each Targa event is unique. And ours is a broad church, welcoming everyone from serious, committed front-runners who contest every event to weekend-warriors who save for years so they can tick 'Do Targa' off their bucket lists.

New Zealand has some of the best roads in the world, with no two corners — and there are literally thousands in each and every event — exactly the same. Therein lies both the appeal and the challenge that is Targa — to take it up, head online to targa.co.nz.

Peter Martin

Targa New Zealand



ITINERARY

(As at February 12, 2016)



LEG 1: SATURDAY, MARCH 5

Start of event: Pukekohe Park Raceway

Special Stage 1: Koheroa Road (10.12km)
Road closure 8.25–11.25am

Special Stage 2: Mangatangi (13.53km)
Road closure 8.50–11.50am

Special Stage 3: Ararimu (14.6km)
Road closure 9.25am–12.25pm

Lunch and service: 11am–12.15pm

Afternoon service: 1.15–2.15pm

A&P Showgrounds Pukekohe

Special Stage 4 and 6: Kern Road (6.5km)
Road closure 11.30am–4.30pm

Special Stage 5 and 7: Paerata (10.7km)
Road closure 11.50am–4.50pm

LEG 2: SUNDAY, MARCH 6

Start of Leg 2: A&P Showgrounds, Pukekohe

Special Stage 8: Kohekohe 1 (12.5km)
Road closure 8–11am

Special Stage 9: Maioro 1 (17.4km)
Road closure 8.20–11.20am

Special Stage 10: Onewhero 1 (17.3km)
Road closure 9.45am–12.45pm

Lunch and service: 11.25am–12.25pm

Afternoon service: 2–2.15pm

A&P Showgrounds Pukekohe

Special Stage 11: Kohekohe 2 (12.5km)
Road closure 12–3pm

Special Stage 12 Maioro 2 (17.4km)
Road closure 12.20–3.20pm

Special Stage 13: Onewhero 2 (17.3km)
Road closure from 1.45–4.45pm
Event Finish: Pukekohe Park Raceway

EVENT

Targa Bambina 2016

TARGA BAMBINA 2016 ENTRY LIST

METALMAN CLASSIC 2WD

9	Kenjiro Shinozuka / Mitsuru Takagi	1979 Honda Civic
10	Masatoshi Kubo / Nagai Susumu	1979 Honda Civic
17	Clyde Walters / TBA	1965 Ford Anglia 105E
113	Anton Tallott / TBA	1979 Mazda RX-7
203	Andy Mygind / Anthony Baker	1972 Datsun 240Z
207	Eddie Grooten / TBA	1978 Porsche 911
247	Rex McDonald / TBA	1990 BMW E30 325
255	Mark Hellier / Doug Hanna	1984 Porsche Carrera RS
311	Hemi Toia / Patrick Neems	1984 Ford Falcon
352	Nicholas Cooper / Murray Brown	1971 Chrysler Charger

GLOBAL SECURITY MODERN 2WD

448	Chris Lewis / Kieran Anstis	1978 Toyota TR86
449	Linden Bawden / TBA	1979 Ford Escort
515	Tom Grooten / TBA	1983 Toyota KP61
535	Noel Simpson / Craig McEwan	1990 BMW M3 30
570	Gary Murphy / Terry Rouse	1993 BMW M3
602	Simon Clark / TBA	2001 BMW M3
606	Raymond Dufton / TBA	2001 BMW M3
608	Masao Take / TBA	2007 Nissan 380Z RS
613	Greg Russell / TBA	2001 BMW E46 M3
628	Geoff Harriman / James Harriman	1984 Toyota AE86 Levin
715	Tony Butler / Jo Butler	1972 Holden CheetaH
777	Ross Graham / Carmel Graham	1977 Holden Torana

ANDREWSIMMS.CO.NZ ALLCOMERS 4WD

865	Graeme Coley / TBA	2001 Audi RS4
912	John Rae / David Leuthart	2011 VW Polo
933	Craig Vulawalu / TBA	2004 Mitsubishi Evo VIII RS
950	Troy Twomey / TBA	1995 Subaru Impreza
954	Glenn Inkster / Spencer Winn	2003 Mitsubishi Evo VIII
969	Leigh Hopper / Michael Goudie	1995 Subaru Impreza
976	David Rogers / Aidan Kelly	2009 Mitsubishi Evo X RS
980	Nic de Waal / TBA	2003 Subaru Impreza
981	Brent Early / TBA	2001 Nissan Skyline
983	Malcolm Smith / Conrad Healy	1997 Mitsubishi Evo IV
989	Jeff McCandless / TBA	2010 Subaru WRX STI

TARGA BAMBINA TOUR

Graham Yan / TBA	1994 BMW 540is
Norm McLeod / TBA	2016 Ford Focus RS
Andy Stevenson / TBA	1980 Jaguar XJS
Julie McLeod / TBA	1980 BMW 323i
Guy Heaysman / TBA	2009 Porsche 997
Symon Nausbaum / Nigel Nausbaum	1979 Fiat 124 Spyder
Gary Corbett / TBA	1993 Honda Civic
Ross MacDonald / TBA	1994 Fiat Tipo
Peter Bish / Cameron Bish	2004 Renault Clio V6
Warwick Knott / Desleigh Jameson	2012 Audi A3 RS3 Sportback
Mike Dillon / Andrew Pierce	1995 BMW M3
Alfonso Zambuto / TBA	2002 Fiat HGT Abarth
Peter Dudson / Grant Shirley	1977 Fiat 131 Abarth





JOIN

THE

MOVE

You'll be
surprised how
little it costs!

Protecta
INSURANCE

Classic

Sharing your passion for great cars and bikes

Classic Vehicles • Motorcycles • Muscle Cars • Hot Rods • Vintage Cars

Free Phone: **0508 CLASSIC** (252 7742) • Email: classic@protecta.co.nz • www.protectainsurance.co.nz

Estate preservation

What a great idea to feature cars from various editions on a set of playing cards to celebrate the 300th edition. Paul's fabulous Zodiac MkII was of great interest.

I well remember the MkI and MkII estate cars in Britain. At the time, Ford marketed two small estates based on the 100E van — one with the wood-slat sides and rear called 'Squire', and a plainer-looking one called 'Escort'. They were very popular.

An executive at Fry's of Lewisham, South London — London's first Ford main dealer — said Ford did not envisage estates based on the Consul, Zephyr, and Zodiac being popular, which is why it farmed them out to Abbott Ltd to make them to order.

The Aussie version looks interesting. Perhaps if Abbott had built them in a similar way, they would have held more appeal. The fact there are so few of them is all the more reason to preserve

them, as they are all great cars.

Ken Braddon, Auckland

The Consuls, Zephyrs, and Zodiacs of that era have certainly become Kiwi icons. I'm sure many of our readers have a tale or two to tell about their favourite model. AFW



Golden age

Find attached a photocopy of a photo taken in 1964 and published on page 90 of Matthew Wright's book *Cars Around New Zealand*.

The photo shows a string of vehicles on the Wainuiomata Hill Road, and note the third car from the front, none other than a MkII Lowline (note the heavy chrome windscreen surround) Ford Zodiac Farnham estate. You can see the roof rack, and it's definitely a station wagon.

Could this be the same vehicle featured in the *New Zealand Classic Car* Issue No. 300, January 2016?

Alasdair JM Chapman, Twizel, South Canterbury

Nice spotting, Alasdair. Not too sure if it's the same car — we'll try to do some more detective work. It's quite ironic that the article in the book headed 'More cars — more roads' is about congestion on our roads and the need to relieve pressure, particularly in Auckland. Things haven't changed much over the last four or five decades. AFW







LETTER OF THE MONTH PRIZE IS A
MEGUIAR'S CAR CARE PACK
INCLUDING SOFT WASH GEL, RUBBING
COMPOUND & WET LOOK CLEANER WAX.
Supplied by Meguiar's New Zealand
www.MEGUIARS.co.nz

VEHICLES • RVS • CARAVANS • BOATS • JET SKIS • TRAILERS • ATV'S • TRUCKS



SPECIALIST USA/UK VEHICLE FREIGHT
CALL US +64 9 256 0013
OR EMAIL info@extremeglobal.co.nz



WE SHIP PARTS AND SMALL PARCELS
extremeglobal.co.nz

EVENT

Porsche Festival Hampton Downs

PORSCHE FES HAMPTON DO



Waikato's Hampton Downs once again played host to the annual New Zealand Festival of Motor Racing — this year dedicated to the history of the famous carmaker Porsche

Words and Photos: **Steve Ritchie**



TIVAL WNS



Racing took place over two weekends in late January and featured plenty of racing along with static displays and demos, including the mandatory Spitfire demonstration.

Planning for this event has taken two years and resulted in the mobile Porsche museum landing on our fabled shores. Porsche regulars Brendon Hartley, Earl Bamber, and Mitch Evans were on hand to demonstrate a 1977 Porsche 935, which was very successfully raced in its era, and a 1998 WSC LMP1 prototype. Also in static display from Stuttgart was a 1:1 model of the Porsche 919 Hybrid LMP1, which was successfully campaigned in the 24 Hours of Le Mans in 2015.

Weekend one saw the New Zealand-record-breaking parade of a staggering 402 Porsches lined up on track, four abreast, taking the line-up all the way down the main straight and some. The first weekend also saw the start to the popular F5000 series for 2016. Ken Smith was present for yet another year and showed that he is by no means slowing down by winning all three races. The crowd-pleasing Historic Muscle Cars class was also on hand to lay serious rubber onto the tarmac. Further classes included the European Race Series (ERC), Formula Junior and Formula 3, Historic Formula Ford, Historic Sports Sedans, the Pirelli Porsche Championship, Classic Porsche Racing, Sports, Sports Racing, and GT.

With the F5000s having done their dash in the first weekend, the feature for the second weekend was the one-hour endurance race. This included entrants from the likes of Porsche, Ferrari, and Audi, to name just a few, and was won by the Trass Family Motorsport Ferrari 458 Italia GT3. Other notable inclusions in the second weekend were the Classic Trials, Pre '65 Racing Saloons, Historic Formula Libre, and Heritage Touring Cars.



One of the machines from Stuttgart out on track and on static display at the festival was a 1958 Porsche 356, which was once owned by Brigadier General James Kilpatrick in the US. This car raced in the Sports Car Club of America (SCCA) E Production class between 1964 and 1996, and very rarely missed a race, clocking up more than 55,000 miles (over 88,500km) on the 'aircraft' gauge. Also in the public eye was a Porsche 914; 118,992 of these were built between 1969 and 1976 as a joint venture between Porsche

and VW, generally featuring a flat-four engine with an output of 71kW (95bhp), while 3344 were produced with flat-six engines. Others on display included the Lighting Direct 911 that used to be raced by Owen Evans and Bill Fulford and a 1958 356 Carrera GS, which was one of the first 10 new Porsches sold in New Zealand. Being a convertible Carrera (four-cam engine) with a hardtop, it is believed to be one of only two in the world that are left-hand drive, according to club president David Mackrell. It is now back in the

hands of the Giltrap family.

With approximately 380 entrants registered to race, and spectator numbers reaching a commendable 20,000, this year's festival was a huge success. No doubt the weather helped greatly. We were told that the track temperature at times reached 50 degrees!

Next year we look forward to the Ken Smith Festival, and learning about his story. ■

FOR MORE IMAGES VISIT
THEMOTORHOOD.COM





Two Kiwi drivers pivotal to Porsche's successful return to endurance racing, Brendon Hartley and Earl Bamber at this event.





A scorcher in the Hahei hills

Words and Photos: **Marcus Gibson**

Bumper crowds packed onto the hillside of Rod and Shelly Millen's beautiful Hahei estate over Waitangi weekend for the largest Leadfoot Festival to date. The somewhat eclectic mix of machinery strutting its stuff up the hill ranged from the beautifully restored ex-Ann Thompson 1906 Darracq piloted by four-time Indycar champion Scott Dixon through to modern-day machinery imported especially for the event, including the Global Rallycross Hyundai of Rod's son Rhys. Early on Saturday, the wet weather made for tricky conditions as many had their first experience running up the drive. Targa veteran Leigh Hopper found out the hard way that this is no ordinary driveway when he pushed his Evo III Lancer beyond its limits and squared off with a tree through the faster section

one. Thankfully, both driver and machine would battle on. This was the only real mishap on the Saturday, and Sunday proved a stunner weather-wise, which meant drivers could push and the times could tumble.

In the Pre 1960 class, it was the Tiger Moth-powered 1931 Riley 9 Special of Robert McNair that earned top honours in the Pre 1960 top-10 shoot-out with a time of 1min 4.1s. McNair narrowly beat the V8-powered Citroën Light 15 of Peter Jordan, by only a few splits. Third place went to Steve Aldersley, with his supercharged Austin 7 Special.

The hotly contested Pre '75 class went down to the wire, thanks to a handful of very fast machines. Rod Millen's own 13B PP RX-3 rally car was pushed hard to third place in the shoot-out, narrowly being beaten by Paul McCarthy in his ex-cover-car Ford Escort. Rick Bone managed to just sneak in with the win following a faultless drive to a 54.18s in his Datsun 1200 circuit car.

The biggest showdown of the weekend was between the overall top 10, featuring two Millens and a McRae, after Alister McRae managed to match Rod Millen's

own personal best early on Sunday, setting the up the first coin toss to decide running order. The Scotsman lost the toss and was forced to run ahead of Millen.

However, it was the younger Millen, Rhys, in his 485kW Global Rallycross Hyundai, who set the pace, running slightly quicker than Alister with a 49.31s. Rod Millen lined up in the Celica for the last run of the day, hoping to better his son, but it wasn't to be after a miss

shift in sector one cost him a few seconds and knocked the Celica into fourth overall. Rhys was in first, McRae second, and young rising star Sloan Cox was third.



Nostalgia in oils

Words: Dennis Brown

Having built model cars and avidly followed motor racing, Dennis Brown began to paint in oils in the early 1960s and finally combined those passions in the 1990s to create Studio 31, painting racing cars and producing prints featuring New Zealand drivers and cars, not only on street circuits and raceways here, but also in overseas events from Le Mans to Monaco to Barcelona.

He found drivers, managers, and their wives very generous with their time and signatures on relevant prints. Many helped with information and photographs to add to his research for authentic scenes and descriptive sheets to go with limited-edition prints.

His paintings first appeared in *New Zealand Classic Car* in December 1996, followed by regular donations of prints to the magazine as prizes for readers, and his originals and prints decorate dens, garages,



Ferrari at Collesano: Phil Hill roars through the village streets during this colourful and challenging event

and museum walls in many countries around the world.

Now, having retired from active attendance at motor racing venues and painting commissions, he is exhibiting in a one-man show for the month of March at the Methven Heritage Centre, an exhibit enthusiasts may wish to visit when going to or from

Ruapuna and Timaru to attend races. A diversion through the scenic Rakaia Gorge or from the main highway could be well worth your while.

Original paintings, some of which have never been exhibited publicly before, include the two shown here as well as landscapes, seascapes, and subject paintings.

Four Targa Florio Ferraris (one in Swedish colours) compete in the Sicilian Targa Florio



Expanded Moonshine American Vehicle Day scores

Words: Christopher Moor



"There's plenty of new stuff here," an acquaintance called out as I walked around Moonshine Rod and Custom Club's annual American Vehicle Day at the Trentham Racecourse grounds on Sunday, February 7.

Organizer Dean Somerville said the show was the biggest yet,

with around 700 American cars on the actual concourse — his total did not incorporate the other makes parked across the racetrack, opposite the grandstand, which included Porsche, Rover, Austin, Toyota, Bradford, and a dozen or so Holdens.

This year, the club had opened up the event to include cars manufactured outside America. The move brought a big increase in the number of people attending, with an estimated 6000-plus coming through the gates.

One of the oldest cars on display was Bernard Scott's 1916 Cadillac Type 53. Several pre-high-school-age boys were fascinated by this century-old vintage car and took

photos on their mobile phones to show their classmates after the Waitangi Day holiday. The centenarian Cadillac originally came from Christchurch and is believed to have operated as a service car between Christchurch and Akaroa. The car was dismantled in the 1950s and the parts stored in boxes. It was restored in Levin from 2011 to 2013, and reassembling took 4000 hours.

"You don't see too many of them," was a comment made to me while I was admiring a 1962 custom-built Acadian convertible. A Google search later told me that Acadians were made in Canada by General Motors, between

1961 and 1972, to add a compact car to the range offered by Canadian Pontiac-Buick dealers. The American Pontiac Tempest compact car was not sold in Canada.

Top of my car bucket list for a number of years has been to see a 1950s Kaiser in the metal. My wish was granted with the appearance of a 1953 Kaiser Manhattan at this year's American Vehicle Day. But it did not win the prize for the best vehicle overall in the show; that went to a 1971 Ford Torino.

The profits from this very successful day went to the Prostate Cancer Foundation of New Zealand.



Historic Muscle Cars update

Words: **Steve Holmes** Photos: **Phil Noble**

The annual New Zealand Festival of Motor Racing (NZFMR) at Hampton Downs in January is really the biggest event on the Historic Muscle Cars (HMC) calendar. It's also the event that HMC car owners make the greatest effort to attend, and the 2016 occasion didn't disappoint in this respect.

As it has been doing this season, HMC combined with the fast-growing Historic Saloon Cars (HSC), now run under the HMC umbrella, which caters to Schedule / Appendix K and T&C small-capacity saloons built prior to 1978. The two categories have enjoyed great success together, and controlling the regulations in HMC has kept the cars period correct and the overall lap speeds down, which brings the smaller-capacity HSC cars right into the picture. Over the two weekends, the combined HMC/HSC boasted 30-car grids and produced some incredible racing.

Both HMC and HSC were created to build, race, and enjoy period-correct historic-racing sedans, but the categories also celebrate history, and four very important cars with important New Zealand racing histories took part. In the HMC group were Neil Tolich in the Ivan Segedin Fleetwood Motors Mustang, along with Nigel MacDonald in the Red Dawson Mustang.

Meanwhile, the HSC group had Rayden Smith in the Jim Richards Willment Racing Escort, along with John Dennehy in the Don Halliday New Zealand Freighters Escort.

In addition, there were two entries from the South Island — Invercargill, no less. Rodger Cunninghame (1966 Mustang) and Scott O'Donnell (Alfa GTAm) showed massive commitment in hauling their cars all the way to Hampton Downs to take part. Both not only enjoyed themselves immensely but were also excellent additions to the grid and very popular with the crowd.

Over the two weekends, there were eight races for HMC/HSC, and, from those eight races, came five different race winners. Perhaps the most popular was Howard Wood in his BMW 2002, who fended off some of the big V8s for several laps. But, more importantly, the show was epic, with the V8s getting away on the straights, while the small cars closed up again through the twisty stuff. Each race had the big field running virtually as one group for the first half, before the cars gradually broke off into their own smaller groups, usually comprising six to eight cars, and within these groups were further entertaining battles involving both the big grunTERS and the nimble small cars. This

was really the true measure of success for the two groups — motor racing, be it modern or historic, is about entertainment, both for the punters and those taking part, and these were hugely entertaining races, bringing back memories of the golden era of the late 1960s through to the early '70s, when similar fields were seen on Kiwi race tracks. Moreover, the racing was clean, people gave each other space, and everyone enjoyed themselves. This is how historic racing should be.

In addition to the on-track entertainment, Kiwi motor racing legends Paul Fahey, Dennis Marwood, Alan Boyle, and Ray Stone were on hand at the HMC marquee signing posters and other memorabilia and chatting with race fans about the glory days.

HMC/HSC doesn't celebrate race winners; it's all about the cars and about enthusiasts getting out and having fun both on and off the track. However, there was a prize-giving, with every driver and helper earning a trophy of some sort, none of which related to their

on-track performances, unless they were really entertaining.

New Zealand natural-health-supplements company Health House (healthhouse.co.nz) sponsored HMC/HSC at the NZFMR, using the event to promote its fun new retro-packaged supplement line Helfee. Meanwhile, Segedin Auto Spares kindly sponsored the Saturday night BBQ on the first weekend.

HMC/HSC has its next event at the Legends of Speed meeting, on April 2–3, to round out the season. The growth and interest in the group continues its momentum, with several new cars being built or converted from other categories, and the NZFMR in January — and the huge success the group enjoyed — will only ramp up that momentum. This was historic racing at its best.

More info on HMC can be found at the HMC website, historicmusclecars.co.nz, or at the HMC online discussion forum at The Roaring Season, theroaringseason.com.



Rangiora Muscle Car Madness 2016

Words and Photos: **Trevor Stanley-Joblin**

The largest outdoor car show in the South Island is the North Canterbury-based Muscle Car Madness event. For the past 26 years, this event has been held at the Rangiora Showgrounds, and it is still organized by its instigator, Mr Craig Stare.

Although I have visited about 10 times over those years, this is the first time I have furnished a report. In around 2002, I displayed my 1936 Ford V8 roadster together with my 1969 Ford Escort Mexico sealed-circuit classic racer.

This year, on Sunday, January 24, I went along with my new Lumix digital camera, which is apparently a big improvement on my Parkside Media-issued camera, now some 15 or 20 years old — we will let the photos tell their own story!

The cars I focused on were the dozens of standard, original-type American models on display. One of the vehicles that attracted my attention was a 1966–'67 VC-model Chrysler Valiant that had obviously been outdoors for many



years and was covered in lichen as it had been found — I presume recently. Another was a Humber Super Snipe — my guess, about a '48 to '52 model — in as-found original condition. This was the type of case where a buyer could leave the car as-is or carry out a full restoration (as these cars have plenty of chrome, they can look good in black, with wide whitewalls).

Car shows are now at the stage where a vehicle has to be 'unusual' in some way, be it good or bad, for the viewing public to take any real interest. The mentioned vehicles certainly fall into this category, as did an immaculately restored Mazda RX-3 — proving, once again, that early Japanese cars are on the rise and garner interest.

As I am currently resto-restoring an old caravan, I was on the



lookout for any others. By far the best was the 1942 custom built cruiser. The blue-and-white Kombi towing a new VW Kombi caravan also attracted a lot of attention. According to the advertising placard beside it, these are brand new and can be ordered with your own interior layout and colour scheme. Yes, the entire vehicle is new. Now, that's a first to my knowledge.

I am informed by Craig, the event organizer, that around 1300 vehicles were on display on Saturday, while approximately 800 attended on the Sunday. Over the two days, around 10,000 members of the public came to view the displays.

After 25 years, the Kapiti Horowhenua Zephyr Zodiac Car Club successfully changed the format of its annual All Ford Day this year to welcome all classic and collectible cars. The event is now called the Ford and Classic and Collectible Car Day.

The organizers did not change the venue, which remained the easily accessed Kapiti school grounds opposite the Coastlands shopping centre in Paraparaumu. They could not have wished for better cooperation from the weather to launch the new-look event, on Sunday, January 24.

Peter Morton, president of the Kapiti Horowhenua Zephyr Zodiac Car Club, said he was very pleased with the number of cars that had parked up. "It was about double what we had last year," he said. The day's official tally was 134, with a 1914 Ford Model T being the oldest car I saw on the grounds. Peter said he was looking forward to next year's show, which he predicted would elicit an even larger turnout.

A 1970 Mercedes-Benz coupé received several "nice car" comments from spectators, as did Paul and Missy Griffin's 1963 Mercury Marauder. Paul and Missy had not exhibited their Mercury before at any car display in the Greater Wellington region,



Ford and Classic and Collectible Car Day

Words: **Christopher Moor**

and said they were enjoying their day out.

A few vehicles undergoing restoration were also spotted at the event. The owner of a circa-1950 Morris Minor would have returned to find a note under the windscreen wipers, asking him or her to contact its writer if he/she needed a badge to help with the car's restoration. Such offers are rare in my experience of car shows.

It was first-time lucky for the owners of the day's People's Choice award — the immaculate 1966 Ford Falcon

station wagon belonging to Paul and Leslie Godfrey of Upper Hutt was making its first appearance at any car show. Paul said that he restored the Falcon over two years after he and Lesley acquired the car in 2012 from Leslie's dad, in whose garage it had sat for 15 years.

Runner-up in the People's Choice was a dark green 1965 Ford Cortina GT.

The prizes and certificates for the People's Choice winners were generously donated by Capital City Ford.



The Great Queen's Birthday Market



There's a right-proper celebration happening this Queen's Birthday weekend at Auckland's spectacular waterfront spot, Queens Wharf.

The Great Queen's Birthday Market will see lower Shed 10

transformed into a thriving hub of stalls and performances, at which you can stock up on specialty, imported British, and Scottish products, along with countless New Zealand treasures, thanks to popular local craft, art, fashion, and accessory vendors.

Fun carnival fare with classic seaside carnival games — including laughing clowns and rides — will also be on offer to keep the young ones satisfied, or they can get crafty at the children's workshops. The real kooks in the family can try the Mad Hatter's Tea Party. In addition, there will be performances from The Puppet Man marionette show

— side-slapping fun for the whole family.

Vintage car displays will be revolving daily, with a broad selection of historic motors in attendance. Clubs that have displayed in previous years include the MG Car Club, Humber-Hillman Car Club, Daimler Lanchester Owners Club, Land Rover Owners Club, Jowett Car Club, and Jaguar Drivers Club Auckland, plus luxury British cars from the Giltrap Group, including McLaren, Aston Martin, and Bentley. And keep your eyes peeled for Robbies Double Decker Fun Bus rides touring the downtown area throughout the weekend.

Three great family films will also screen over the weekend, alongside an array of refreshments for anyone who just wants to kick back and relax. The Cloud will play host to a high-tea offering upstairs, for a touch of class, while there's a relaxed bar and restaurant area downstairs.

So, make the most of the best long weekend in winter and get the family down to Queens Wharf.



Annual Rotorua Vintage Car Club Lakefront Car Show

Words and Photos: John McTavish

This was billed as the Fourth Annual Car Show — somehow the first three passed by your correspondent and his assistant. Maybe we missed past events, because it was at the height of summer, when Tauranga residents' attention is naturally captivated by activities afforded by the proximity of sea and sand.

Possibly Tauranga residents have a propensity to sell short our neighbouring Bay of Plenty city, because, on arrival at the venue, my assistant and I were reminded of the first time, years before, that we went to the other event organized by the Rotorua Vintage Car Club. Every year, the club organizes the Rotorua Car Show and Swap Meet held in the middle of winter, at the Paradise Valley Raceway. We had only just become aware of the swap meet and thought we'd better go and have a look, not expecting much. We cruised over on a frosty morning, late-ish, encountering hardly a car en route. Imagine how surprised we were when we came around the last corner before the raceway to see paddocks full of parked cars, and thousands of enthusiasts milling about the hundreds of stalls. We were blown away, and not a little abashed to realize that the lack of traffic did not mean lack of interest — it just meant we were late!

Better late than never, though. The advertising for the summer lakefront show said that it was on the Rotorua Village Green. Some village, some green! Rotorua is a real city, with the first section of Tutanekai Street covered over, arcade fashion, to make Eat Street, thanks to its many eateries and bars. The main shopping area continues on from that. The green is huge, with shade trees around the perimeter enclosing a vast open grassed field. The green includes the area where the Soundshell Market was taking place. This provided diversion for those in need of



1.



2.

1. Work in progress, 1958 Nash Metropolitan 2. Powerful 1935 Packard Super 8 3. Desirable 1961 Daimler SP250 4. Chewing the fat, 1917 Ford T roadster 5. Chevrolet class, 1967 Camaro RS 6. Oval headlamps for the Oval Office, 1931 Studebaker President

nourishment or whose interest in cars might inexplicably wane.

A small convoy of Alfa club members made the summer trip, and our group set up beneath the shady trees. Needless to say, by mutual agreement among the Alfa contingent, the first thing we decided to do was visit the market, with the justification being that many cars were still to arrive, so we'd miss nothing by indulging the less automotively besotted for a while.

On our return, my assistant diligently confirmed that upward of 200 vehicles were on display, but the place looked no fuller than when we arrived. Every owner and club had wisely sought shade around the perimeter, making one circuit a lengthy process. The expansive nature of the event made a relaxed change from some of the

crowded shows we attend, even though they might have fewer cars on display.

Rotorua Vintage Car Club chairman David Tomlinson explained that the event was deliberately kept low key, so that not only clubs but also individuals could bring out their cars of interest to be viewed. His strategy seemed to be working, because, as well as the wonderfully restored vintage and classic vehicles, there were some works-in-progress, daily-drivers, and newish exotics.

David set the example by having not only two aristocratic beauties on show but also his daily-driver. He favoured British for his impressive 1993 Bentley Turbo R and 1978 Rolls-Royce Shadow and, for his everyday runabout, a German 1977 Mercedes-Benz 350 SL.



3.



4.



5.



6.

Each driver was asked to donate a gold coin to St John Ambulance Rotorua. In acknowledgement of that worthy cause, St John displayed two classic ambulances brought up from Feilding, where they are maintained true to their eras. Both looked diminutive compared with the modern Mercedes ambulance.

Having browsed, and, in some cases, purchased stuff from the market, circulated the car show a couple or three times, and exhausted the delights of Eat Street, suddenly it seemed to be time to head for home. Along with everyone else, the Alfa group packed up, well pleased with the day and determined to return next year.

Basis events diary

What's happening near you

CONTACT US: BASIS EVENTS DIARY, NEW ZEALAND CLASSIC CAR, PO BOX 46,020 HERNE BAY, AUCKLAND; INFO@PARKSIDE.CO.NZ; FAX: 09 360 1470

GENERAL EVENTS

Last Thursday of every month:

Hamilton Cock & Bull Classic Car Cruise-In

Held from 5pm onwards: sponsored prizes, discounted drinks, platters. All welcome, car going or not. Come and meet like-minded people. To make an enquiry, phone Archie on 07 855 1071, or email classiccars13@xtra.co.nz.

First Sunday of every month:

Breakfast with the Cars

Village Green, Marsden Road, Paihia, 8.30am to 10am. If it's got wheels and it's a bit different, we want to see it. Enquiries to Tracy on 0274 983 557, or email Bay of Islands Wine Tours at info@totaltours.co.nz.

February 24–27: Americarna 2016

With a packed programme of events, this popular show will once again be based in New Plymouth. This year, as well as evening activities, there will be scenic runs out to places of interest — including Pukeiti Gardens, Sentry Hill Winery, Barnett's Private Car Collection and a cruise up the Forgotten Highway to the Republic of Whangamomona. Of course, Americarna 2016 will culminate in the traditional parade through the New Plymouth CBD. For more details, visit americarna.com.

March 6: Auckland Classic Brit & Euro Car Show

To be held at Lloyd Elmore Park, Pakuranga, close to the Howick Historical Village, from 10am to 3pm. Eligible cars must be of British or European origin. Special display for non-car-club classic cars. Free entry to the public, with donations sought for a named charity. For more information, visit briteurocarshow.nz.

March 13: Wheels on Windsor

To be held at Windsor Park, Grove Road, Hastings, from 9am to 3pm. Come to beautiful, sunny Hastings and enjoy a fine display of classic vehicles in park-like surroundings. All traditional and modern classic vehicles welcome, including British, European, Australian, Japanese, American, military vehicles,

and classic motorbikes. Food and coffee will be available at the venue, as well as entertainment for the kids. Spot prizes galore to be won all day, with category prize-giving at 2.30pm. \$5 entry for display vehicles, public entry by gold coin, benefiting the Brain Injury Association (HB) Inc. On Saturday, March 12 — the day before the event — there will be a tour through Faraday Centre technology museum in Napier, leaving from Windsor Park at 2pm, at a cost of \$7 per head. This will be followed by a scenic drive and dinner. For more information, contact Robyn on 021 222 3152, email rnbboyce@gmail.com, or visit hbbritishandeurocarclub.co.nz.

March 13: Classic Motoring Marlborough Annual Vehicle Display

This is the fifth year of this Classic Motoring Marlborough event, which involved 320 vehicles last year. This time, we ask that you support us and get your truck, car, or boat out to display to the public to increase our numbers further. Get your club together and come and make an outing of it. Entry will be \$5, with all proceeds benefiting the Hospice Marlborough. Food and drink will be available on-site. Further information is available from Patrick Pascoe, phone 027 442 1786, or email p.pascoe@xtra.co.nz.

March 13: Purewa Cemetery Open Day

Classic and vintage cars and hearses will be on display at the first Purewa Cemetery and Crematorium Open Day on Sunday, March 13. Located at 4 Parsons Road, Meadowbank, Auckland, the open day will be a family-friendly event designed to involve the community in the rich history and new technology offered at Purewa. From 10am to 4pm, there will be guided tours of the chapels and crematorium, also covering the famous and infamous buried there. Refreshments, entertainment, and a parade of cars and hearses will provide a fun focus.

March 20: Twin Rivers Motoring Extravaganza

Organized by the Rotary Club of Avonhead, this event will be held at the

A&P Showgrounds, Curletts Road, Christchurch. This day is now a popular Christchurch motoring extravaganza, providing all car clubs and all owners with the opportunity to display their vehicles on the grass fields of the showgrounds. All makes, models, types, styles, and ages are welcome, with an entry fee of \$15 — if it has wheels, bring it. After much soul-searching, it has been decided to once again incorporate a parade as an optional feature: it was not held last year but popular demand has seen it reinstated. Designated areas can be set aside for car clubs and special groups. Make this a family day at a very attractive and spacious venue. A variety of entertainment will be provided, as well as food and refreshment stalls. Prizes for Best British, Best American, Best Australian, Best European, and Best Japanese cars. Contact Graeme McVicar on 027 534 1330, or head online to visit our facebook page, facebook.com/TwinRiversCarParade.

April 3: North Canterbury Classic Tour

This is the 14th year of this popular tour. Meet at Hi-Tech Building Systems, 656 Wairakei Road, Russley, Christchurch (next to Bel Air Gardens and Stewarts Classic Car Collection). All classic vehicles welcome: cars, vans, utes, trucks, campers, and motorcycles — any age, body style, type, or condition. All entrants will receive a free *New Zealand Classic Car* magazine. Registration will be from 9am, with the tour departing progressively from 9.30am. Entries will close off at 10am, and the fee will be \$15 per vehicle. Entry numbers have varied from 78 (in 2003) to 252 (in 2007); the average number of entries is 142. Organized by Trevor Stanley-Joblin, ph. 03 314 8628, fax 03 314 8618, email stancar_nzcc@hotmail.com.

April 10: All Ford Day, Falcon Farewell

Auckland's All Ford Day rolls back into Smales Farm, Takapuna. Gates will open from the Taharoto Road entry for show cars from 8.30am and for the public from 10am till 2pm. Entry for show cars and driver will be free,

passengers and public \$10, and under 13s free. There will be trade displays, competitions, children's events, food, attractions, and an exclusive bonus for entrants. We are pleased to announce Variety — The Children's Charity as the primary beneficiary, and the North Shore Hospice as our secondary charity. Check out the website for updates and look for 'Auckland All Ford Day' on Facebook.

April 22–25: Jowett Car Club National Rally, Whanganui

Cars will travel to Whanganui from north of Auckland and from the South Island. Vehicles will consist mainly of Javelin saloon cars, Jupiter sports cars, and Bradford trucks and vans. All vehicles have the Jowett trademark horizontally opposed engines. The best place to view the cars will be on the morning of Saturday, April 23, from 10am till 11.30am, at the Whanganui War Memorial Centre, Watt Street (Queens Park), Whanganui. For further information, visit jowettznz.net, or call 021 827 148.

May 30–June 1: Queen's Birthday on Queen's Wharf

Queen's Birthday on Queens Wharf is a free annual event that brings the best bits of Great Britain to downtown Auckland in a three-day event attracting more than 80,000 people. As part of the celebration, British sports, music, objects, food, culture, and machines are all displayed throughout Shed 10, The Cloud, and Queens Wharf, and all shared with the attending public. Cars are the crown in the jewel of this event — with vehicles spanning 100 years of British motoring history being displayed by clubs and retailers. New McLaren, Bentley, and Aston Martin models share floor space with old MGs, Daimlers, Minis, a double-decker London bus, and brand-new Jaguars. Places are available for British car clubs now — contact info@freshconcept.co.nz to book a space to display your vehicles.

BASIS

NATIONAL ORDERS: basisnz.co.nz

For Basis mail-order enquiries, ph. 03 572 8880. The parts you want — from the people you can trust — at prices you can afford!



NOW IN STOCK

WAGS very own DK1
straight-cut dog
engagement Nissan
gearsets

Wellington's trusted gearbox and performance shop

Industry professionals of manual gearbox, diff, and transfer rebuilds

Our staff have competitive hands-on motorsport experience and comprehensive knowledge of modifying and performance work.

- ⚙️ Warrant of Fitness testing
- ⚙️ Brakes and exhausts
- ⚙️ Servicing and lubes
- ⚙️ Clutches
- ⚙️ Tune-ups
- ⚙️ Suspension and steering
- ⚙️ Performance modifications and upgrades
- ⚙️ Gearbox and differential specialists



**WELLINGTON AUTOMOTIVE
GEARBOX SPECIALISTS**

04 569 7827

Cnr Wakefield and Victoria St, Alicetown, Lower Hutt

WWW.GOTBOX.CO.NZ

WWW.WELLINGTONAUTOMOTIVE.CO.NZ



Online this month ...

The Motorhood is the new online home for *New Zealand Classic Car* and its sister publications, *NZ Performance Car* and *NZV8*. You can enjoy articles from the magazines at The Motorhood homepage, themotorhood.com, or — if you want a purely classic-scene experience — just head to our old website address, classiccar.co.nz, to be redirected straight to *New Zealand Classic Car*'s part of the new site.

Treasure hunting at the NZFMR

You'll be reading all about the recent Porsche Festival at Hampton Downs Motorsport Park later on in this issue, but, if you leave that article craving more, you can always get your fix online. We've got a huge image gallery spotlighting some of the most interesting vehicles in attendance, and they're not all Porsches either — all you need to do is search 'New Zealand Festival of Motor Racing' on themotorhood.com.

Weekly motor fix

What is your favourite from the Aussie muscle car era? If you're a Blue Oval aficionado, we've got a treat for you — check out this beautifully preserved original-condition '72 Falcon XA GT sedan. With the cancellation of Ford's plans for an XA-based GT-HO Phase IV, the replacement XA GT RPO 083 — such as this example here — is nowadays the next best thing to a genuine GT-HO Phase III. A 351ci (5.8-litre) Cleveland and four-speed Toploader leave no doubt as to its credentials as a true-blue muscle car of the '70s, and its unbelievable preservation leaves little doubt as to its desirability today.

Quick quiz

Car buffs take note — we've got more quizzes online if you really want to test your automotive superiority. Our latest is on the Ford Capri, and, with only eight questions, it's the perfect size to enjoy with your morning cuppa.





CONCENTRATED LEAK STOPS

"We have the solution"



✓ Engine Oil Stop Leak ✓ Transmission Stop Leak ✓ Power Steering Stop Leak

Meguiar's
Since 1901

Classic Shine

Soft Wash

DEEPCRYSTAL SYSTEM PAINT CLEANER

DEEPCRYSTAL POLISH
Pure Shine & Shine

DEEPCRYSTAL CARNAUBA WAX

DEEPCRYSTAL WET LOOK

DEEPCRYSTAL

SMITS GROUP
www.smitsgroup.co.nz



SUBSCRIBE AND BE IN TO

WIN

AN EXCLUSIVE

MEADOWOOD HOUSE

ACCOMMODATION PACKAGE



Offer ends Sunday, March 20, 2016. Terms and conditions: 1. New Zealand billing addresses only. 2. Prize recipient is bill payer unless specified otherwise. 3. Offer available on subscriptions purchased through Parkside Media only. 4. Prize with print subscriptions only. 5. Accommodation only available between April 1 – November 30, 2016. 6. Prize excludes public holiday weekends. 7. Food and beverages are not included. 8. Travel to and from Meadowood House, Hawke's Bay is at winner's expense. 9. Prize is not redeemable for cash. 10. See magstore.nz for full terms and conditions.

SUBSCRIBE TODAY –



MAGSTORE.NZ

SUBSCRIBE TO



ACCOMMODATION PACKAGE INCLUDES

EXCLUSIVE USE
OF MEADOWOOD HOUSE
FOR FOUR GUESTS

TWO NIGHTS'
ACCOMMODATION

WELCOME BOTTLE OF WINE

WORTH \$1300



MEADOWOOD HOUSE IS A RETURN TO RETRO GLAMOUR EXPERIENCE IN THE HAWKE'S BAY WITH YOUR HOSTS SHELLEY AND MARK WITCHALLS. FULLY SELF-CONTAINED, YOU CAN ENJOY A VINTAGE STAY OF TWO NIGHTS' ACCOMMODATION AND UP TO FOUR GUESTS, VALUED AT \$1300. EVERY NEW AND RENEWING SUBSCRIPTION GOES INTO THE DRAW TO WIN!

or **0800 727 574**

NOW
DIGITAL
SUBSCRIPTIONS
DIGITAL & PRINT COMBO
SUBSCRIPTIONS

TO SUBSCRIBE TO PRINT
OR DIGITAL COPIES OF
NEW ZEALAND CLASSIC CAR
GO TO **MAGSTORE.NZ** OR
COMPLETE THE FORM BELOW
AND POST IT IN TO US

SUBSCRIBE BY DIRECT DEBIT:

To take advantage of our special direct debit rate of \$20 every three months, download the direct debit form at magstore.nz/directdebit to fill out and send to us along with your details on the form below. Otherwise call us on **0800 727 574**, or fill in your details below and post them to us, and we'll send you back an authority to complete and return.

YOUR DETAILS:

Fill in the form below whether you're requesting a direct debit form, sending in your direct debit form, gifting a subscription to a friend, or taking up one of our other great subscription rates:

Name: _____

Phone: () _____

Mobile: () _____

Email: _____

Address: _____

Post code: _____

☐ Please send me a direct debit form

☐ My direct debit form is enclosed

GIVE NEW ZEALAND CLASSIC CAR AS A GIFT:

Fill in the section below if you'd like to give a subscription to someone else:

Please send a gift card to me ☐ or my friend ☐

Their name: _____

Phone: () _____ Mobile: () _____

Email: _____

Address: _____

Post code: _____

Signing up for a direct debit subscription? If you've filled in the information above you're finished! Cut it out and send it in. Otherwise select the subscription option and payment option you'd prefer from the choices below.

Non-direct debit subscription rates and payment details:

- ☐ Six months, print (six issues) \$49 — save \$10 (17%)
- ☐ Six months, print plus digital combo (six issues) \$55 — save \$35 (38%)
- ☐ One year, print (12 issues) \$89 — save \$30 (25%)
- ☐ One year, print plus digital combo (12 issues) \$99 — save \$89 (47%)
- ☐ One year, digital (12 issues) \$69 — save \$14 (16%)
- ☐ Two years, print (24 issues) \$159 — save \$80 (33%)
- ☐ Two years, print plus digital combo (24 issues) \$175 — save \$202 (53%)
- ☐ Australia, one year, print (12 issues) \$185
- ☐ Australia and rest of world, one year, digital (12 issues) \$69 — save \$89 (56%)
- ☐ Rest of the world, one year, print (12 issues) \$283

PAYMENT DETAILS:

Amount: \$ _____ Cheque ☐ Credit card ☐

Card number _____ (Please make cheques payable to Parkside Media Ltd)

Visa ☐ M/Card ☐ Amex ☐ Expiry date

Name on card: _____

Signature: _____

Terms and conditions:
See MAGSTORE.NZ for full terms and conditions



SUBSCRIBE NOW

Online: magstore.nz • Phone: 0800 727 574

Fax: 09 360 1470 • Email: subs@parkside.co.nz

Post: Parkside Media Subs, Freeport 3721,
PO Box 46020, Herne Bay, Auckland 1147



BEHIND THE GARAGE DOOR

Once again, we take a peek at a handful of your ongoing classic car restoration projects

Edited by Ashley Webb



Charging ahead

A 1972 Chrysler Charger R/T E49 that has twice graced the cover of this very magazine is in the final phases of a lengthy restoration in South Auckland.

The Charger belongs to *Hey Charger* co-author Gary Bridger, who has owned the car since 1988. It is believed that, of the 149 E49s built, there are around 100 surviving, and this is one of four finished in Mercury Silver with the A66 black bonnet option.

Gary had the car rebuilt in the late 1990s, but, a few years down the track, some telltale rust bubbles started to appear in the rear guards and in front of the windscreen. The heartbreaking decision was made to strip it back down and start again. Lesson one: if you are going to do a job, do

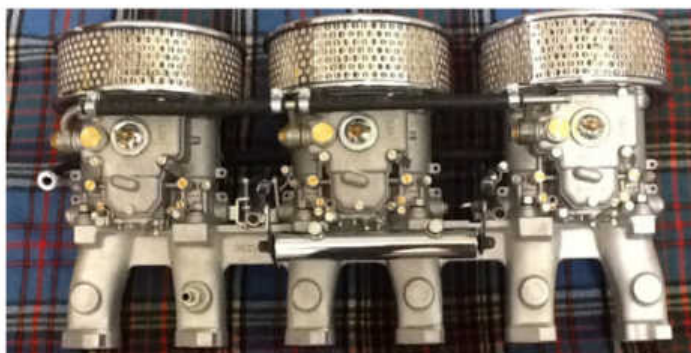
it properly to start with! The panel shop found rust forming around old repair work in the guards and in the plenum area behind the firewall. With all the rust-repair work done, the car moved into the paint shop last year, and the fussy painter was very happy with the panel work that had been carried out. A stripe-masking kit was used to paint the Charger R/T stripes on exactly as original.

The engine, gearbox, and the famous triple Weber carburetors have all been rebuilt.

A brand-new wiring loom was made for the car in Australia. Fortunately, many Charger parts are getting easier to obtain as a result of a thriving replica parts industry. Items such as replica three-spoke steering wheels, door handles, rubber kits, decal sets, and interior trim kits have

all been reproduced and are now available at reasonable prices. It is hoped to have the Charger back on the road this year,

and Gary is certainly looking forward to once again hearing the glorious sound of its triple Weber Hemi-6 engine.





IF YOU'D LIKE TO LET US IN BEHIND YOUR GARAGE DOOR, SEND IN A FEW PICS AND A BRIEF DESCRIPTION OF YOUR PROJECT TO awebb@parkside.co.nz



Surgical procedure

This stunning two-owner 1969 Morgan 4/4 is having a much needed birthday, thanks to its New Zealand owner of many years.

The skilled team at The Surgery in Wellington has disassembled all removable panels and acid-dip stripped them back to bare steel.

The fixed panels of the rear body and scuttle were hand stripped to bare steel while still in place — these panels are actually nailed to the wooden body framework. The panels were then hand scrubbed with metal prep (Deoxidine) then coated with epoxy urethane two-pack etch primer.

The team at The Surgery has also hand fabricated new alloy panels for the rear and attended to a couple of areas of wood rot that had eaten its way into the original Belgian ash timber frame.

The Morgan is making good progress and is steadily heading towards preparation for paint work.



Grey Lady

This Alvis Grey Lady is currently in the capable hands of the team at Marlborough Classic and Custom Restorations. The Alvis is a special car, with a full history and a notebook that details the vehicle's life from new, with information provided by each owner when handing over to the new guardian.

Once the body was removed from the chassis, some panels

were replaced and rusty areas received attention. The body was completely stripped back to bare steel before receiving the final original maroon-over-silver colour scheme. All the mechanicals have been reconditioned by Brent Pahl, and the interior has been completely reupholstered. With the end in sight, the owner is definitely looking forward to getting this gracious lady out on the road soon.

EVENT

2016 Ellerslie Intermarque Concours and NZ Classic Car Show





HEAVEN



'A Classic Love Story' was the theme for this year's Ellerslie Intermarque Concours and NZ Classic Car Show held on Sunday, February 14 at the picturesque Ellerslie Racecourse.

New Zealand Classic Car magazine was again the major sponsor, and we are proud to be associated with a show that is now recognized as the county's premier classic-car event

Tours d'Elégance

What could be more appropriate on St Valentine's Day than this year's event theme, A Classic Love Story.

This year also marked 43 years for the Ellerslie show, and it was preceded in fine style on Saturday with the annual Meguiar's Classic Car Tours d'Elégance, organized once again by the MG Car Club. Leaving from several different Auckland locations, each of the tours departed for a one-and-a-half-to-two-hour run, taking in some of Auckland's best scenery, and eventually all meeting up at Vellenoweth Green in St Heliers. By midday almost 180 classic cars were assembled on the large grassed area, providing a fantastic opportunity for passers by to wander around and take in some very nice classic vehicles.

Concours d'Elégance

At first light on Sunday morning there was never any doubt as to the weather forecast when the sun poked its head above the eastern horizon. Host club for the day, last year's Team Event winner, was the Porsche Club of New Zealand, and its members were in full swing at first light busily preparing an amazing display of Porsches in front of the main grandstand area, whilst other members were attending to a range of tasks in and around the venue in preparation for the public, who were starting to queue unusually early before the gates opened at 10am.

By 8am over 75 clubs had begun to assemble on their allocated sites to arrange their club displays, whilst those that were vying for the top Club Display Award — awarded for the best rendition of the event theme 'A Classic Love Story' — were frantically preparing their displays in time for the judges. The theme certainly prompted a variety of interpretations.

The Winners Circle was also a hive of activity as a full contingent of seven Masters Class entries were being meticulously prepared for judging — Mike Bates'



1980 Leyland Mini estate, John Twaddle's 1961 Morris Minor Million, Charles Quintal's 1967 Mustang notchback, Denis Jury's 1933 MG L-Type, Aadil Waja's 1988 BMW E30 M3, and two E-Type Jaguars belonging to Simon Crisp and Roger Munns. This class is open to any club that wishes to enter a car into the competition, and is limited to six cars only in total — this year the organizing committee accepted seven entries. Also attending to last-minute detailing and preparations were the five two-car teams — two from the Auckland Mustang Owners' Club and one each from the TR Register NZ, MG Car Club (Auckland) and the Porsche Club of NZ. The coveted Teams award not only allows car clubs to enter more than one team, the winning club also has the privilege of hosting the following year's event. Last year's winner, the Porsche Club of New Zealand, had proceedings well and truly under control.

Survivors d'Elégance

Proving to be a popular event and now

in its third year, the Survivors Class cars represent the best unrestored everyday 'survivor' — and entries in this class for cars 35 years or older were also receiving last-minute detailing in preparation for the judging teams. In terms of judging, this category places a higher emphasis on age, originality and history than the other judged classes. Qualifying vehicles must be well cared for, unrestored, unmodified, in original condition, and well preserved complete with patina and nostalgic qualities. In a nutshell, this type of car is effectively a time capsule, with original but blemished paint, the odd dent here and there, some rust spots perhaps, lived-in seats and worn carpet all adding to the attraction of the vehicle and reflecting its motoring life.

This class also gives more classic-car owners the opportunity to compete for awards without the sometimes mind-boggling cost and time associated with restoring a vehicle for normal levels of concours competition.

Meanwhile, over in the Newmarket

Room, the *New Zealand Classic Car* magazine display was coming together rather nicely, with a fine array of classic cars and a few invited exhibitors to complement the display. The star attraction was Garry Boyce's stunning 1938 Mercedes Benz 54K roadster. We were also privileged to have on display four very special Porsches — two from the brand's Stuttgart museum, a 1977 Porsche 935 and a 1998 WSC LMP1 prototype. The 935 won over 150 races worldwide in 1984, including more than 20 class wins. It scored outright wins in the 1979 24 Hours of Le Mans, 24 Hours of Daytona and the 12 Hours of Sebring — six times each. It was also undefeated in the German DRM between 1977 and 1979, posted victories in the IMSA GTX class, and won many races on the famous Nürburgring Nordschleife.

In addition to the museum cars, on display also were a 918 Spyder (the latest Porsche supercar), and a full-sized model of the Porsche 919 Hybrid LMP1 race car



INTERMARQUE CONCOURS 2016 RESULTS SUMMARY

TEAMS EVENT

(max. possible points 1180)

1 Porsche Club of New Zealand	(1056)
2 Auckland Mustang Owners' Club, Team 1	(1051)
3 MG Car Club (Auckland) Inc.	(1033)
4 Auckland Mustang Owners' Club, Team 2	(999)
5 TR Register	(937)

MASTERS CLASS EVENT

(max. possible points 590)

1 Simon Crispe, 1961 Jaguar E-Type OTS Series 1, 3.8	(550)
2 Charles Quintal, 1967 Mustang notchback	(538)
3 Roger Munns, 1966 Jaguar E-Type Series 1, 4.2 FHC	(533)
4 Mike Bates, 1980 Leyland Mini Clubman estate	(533)
5 Denis Jury, 1933 MG L-Type	(527)
6 John Twaddle, 1961 Morris Million	(519)
7 Aadil Waja, 1988 BMW E30 M3	(551)

SURVIVORS CLASS EVENT

1 Don McLeod, 1936 MG PB	(891)
2 Glenn Flinkenberg, 1965 Holden HD Premier	(864)
3 Rob Walters, VH Charger E48 RT six-pack	(852)
4 Scott McGovern, 1972 Ford Falcon XA GT	(813)
5 Barry Featherstone, 1969 Mustang Boss 429	(788)
6 Aaron Grocott, 1973 Holden LJ Torana	(738)
7 Jens Fogelberg, 1968 BMW 2000 C	(614)

BEST OVERALL CAR

Teams Event (max. possible points 590)

1 Dean Huston, 1970 Porsche 911E coupé	(539)
2 Will Neal, 1969 Mustang Mach 1	(534)
3 Bob Sherman, 1969 MG MGC GT	(524)

CLUB DISPLAY COMPETITION

1 MG Car Club
2 Sunbeam Car Club
3 TR Register

Gary McCrystal Memorial Trophy

Chairman's Choice — Horseless Carriage Car Club



so successfully campaigned by Brendon Hartley and Earl Bamber in 2015.

Show d'Élégance

At 10am the gates were opened to the public. With the sun beating down on acres of glittering paint and chrome, a steady stream of classic-car enthusiasts poured into the venue to enjoy the show.

By this stage the teams of judges, 15 in total, were at work in the winners' circle and carefully inspecting every Masters Class, Teams and Survivor Class entry. They're equipped with white cotton gloves, clipboards and keen eyes, but the judges' task is not an enviable one, given the extremely high standard of cars entered. Other judging was also taking place around the venue, with a select panel of judges looking for the Best Club Display — an award sponsored by Classic Cover Insurance to single out the club that best celebrates the show's main theme, this time 'A Classic Love Story'.

Finalé

A good crowd had gathered around the

winners' circle by 2.30pm, eagerly awaiting the final outcome of the day's judging. However, time was of the essence, and the prize-giving proceedings were soon in full swing, with the first awards handed out on cue at 3.15pm, and the best Club Display being awarded to the MG Car Club.

At the sharp end of the competition, the Masters Class award went to Simon Crisp's 1961 Jaguar E-Type OTS Series 1, which scored a total of 550 points out of a possible 590. The Teams Event was taken out once again by the Porsche Club of New Zealand, with Dean Huston's 1970 Porsche 911E coupé and club president David Mackrell's Porsche 356A cabriolet taking a total combined score of 1056 points out of a possible 1180, while the winner of the popular Survivors Class award went to an MG Car Club member, Don McLeod, with his gorgeous 1935 MG PB — a perfect end to a perfect day. ■



A HUGE RANGE OF VALVOLINE OILS AND LUBRICANTS



\$59.35 5L	\$59.58 5L	\$67.28 5L	\$51.91 4L	\$53.82 4L	\$47.54 5L	\$13.46 1L	\$14.95 1L	\$10.99 1L	\$11.96 1L
Valvoline Synthetic Two Stroke Racing	Valvoline Racing VR1 10W40	Valvoline Racing Form 50 25W60	Valvoline Four Stroke HP Outboard	Valvoline Maxlife ATF	Valvoline XLD Classic 20W50	Valvoline HP Gear 80W90	Valvoline HP Gear LS 90	Valvoline Two Stroke	Valvoline ATF DEX3

CRC PRODUCTS AT THE BEST PRICES



\$25.44 500ml	\$24.60 500ml	\$23.56 400ml	\$27.99 400ml	\$29.7 400ml	\$27.46 400ml	\$34.33 500ml	\$23.89 600ml	\$23.89 600ml	\$23.37 600ml	\$24.37 500ml	\$24.15 500ml
CRC 808 Silicone Spray	CRC Aeroclean Degreaser	CRC 556	CRC Black Zinc	CRC Bright Zinc	CRC Clean-R-Carb	CRC Precision CO Contact Cleaner	CRC Brakleen	CRC Brakleen Blaster	CRC Brakleen Fast Dry	CRC Carpet & Upholstery Cleaner	CRC Mag Wheel Cleaner

TOP BRANDS — MEGUIAR'S CAR CARE



\$52.69	\$25.03	\$36.60 1.8L	\$37.24 400ml	\$32.15 473ml	\$32.15 473ml	\$25.03	\$45.41 311g	\$42.82 473ml	\$56.19	\$22.37	\$25.12 24oz
Meguiar's Quik Clay Detailing System	Meguiar's Gold Class Dash & Trim Foam Protectant	Meguiar's Gold Class G7164 Car Wash	Meguiar's Gold Class Rich Leather Cleaner	Meguiar's Gold Class Leather & Vinyl Cleaner	Meguiar's Gold Class Leather Conditioner	Meguiar's Gold Class Protectant Wipes	Meguiar's G7014 Gold Class Wax-Paste	Meguiar's G7016 Gold Class Liquid Wax	Meguiar's G3800 Leather Guard	Meguiar's Perfect Clarity Glass Cleaner Aerosol	Meguiar's Perfect Clarity Glass Cleaner Trig

QUALITY SILICONE HOSES

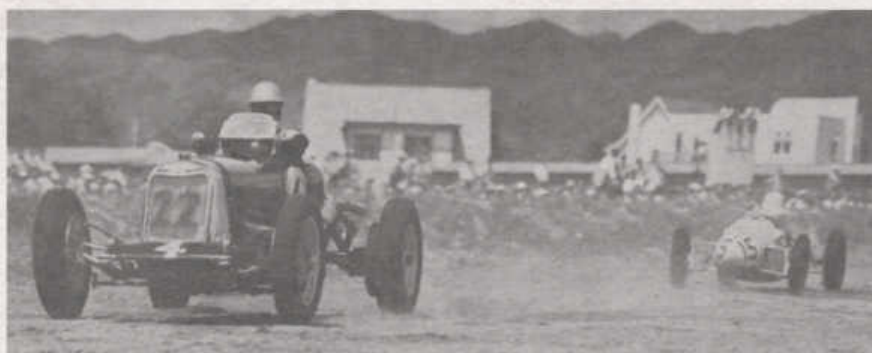


\$11.96	\$23.92	\$11.96	\$17.94	\$83.72	\$29.90	\$11.96	\$23.92	\$41.86	\$11.96
Silicone Hose Elbow 45 Degrees 1/4-inch 6.5mm	Silicone Hose Straight 1-inch 25mm	Silicone Hose Elbow 90 Degrees 1/4-inch 6.5mm	Silicone Hose Elbow 180 Degrees 7/8-inch 22mm	Silicone Hose Elbow 180 Degrees 4-inch 102mm	Silicone Hose Elbow 90 Degrees 1 3/4-inch 45mm	Silicone Hose Elbow 135 Degrees 1/4-inch 6.5mm	Silicone Hose Elbow 135 Degrees 1 3/8-inch 35mm	Silicone Hose Elbow 135 Degrees 4-102mm	Silicone Hose Elbow 180 Degrees 1/4-inch 6.5mm

LEVIN — THE LITTLE TRACK WITH A BIG HEART

Donn Anderson honours a 60th anniversary and recalls a time when a small town called Levin went wild about motor racing

The first meeting at Levin in January 1956, and the track is breaking up. Tom Clark's supercharged Maserati holds a slender lead over Ron Frost's Cooper 500 as Ron shields his face from flying stones



Action was never far away at the plucky Levin circuit. Rarely was there a time when competitors and spectators left a national meeting at the tight track disappointed by the day's events. It is 60 years since the first Levin motor-race meeting, and racing ceased 40 years ago, closing a significant chapter in New Zealand motor sport.

Located in the heart of the Horowhenua district, the track was within walking distance of State Highway 1 and the main shopping street of the small town and close to a large lake west of the compact urban area. But why, more than half a century ago, would a circuit even be contemplated in a town of 20,000 where one in five residents was over the age of 65 or more elderly than

the national average?

Indeed, at its opening, there were those who questioned turning a disused horse-racing track into both an active horse- and motor-racing circuit and wondered if the enterprise might last barely a year or two. As history shows, the lifespan of just 20 years was relatively short, yet Levin packed so much into those decades that it seemed to be around much longer.

The significance of Levin is that it was the first permanent circuit in New Zealand, and the point was made in the programme for the first meeting on January 14, 1956, when the club said that, up until then, circuits had been confined to non-permanent, makeshift venues such as aerodromes and round-the-houses in built-up areas. For the first time,

a circuit was available for testing at virtually any time.

First visit

Just out of school, I had heard about the Levin track and decided to attend the March 1963 national meeting in my newly acquired, albeit second hand, Mini Minor. When quizzing my father about the location of the town, he said he wasn't sure but thought it was somewhere near the capital. In fact, Levin is 95km from Wellington and Palmerston North is 50km distant, while Wanganui is an easy run.

So, after trekking south from Auckland and traversing the Desert Road solo, I arrived in Levin late on a Friday afternoon with nowhere to stay. Of course, the three



Piers Courage (Brabham) snatches the lead from Chris Amon's works Ferrari during an action-packed Tasman race at Levin in 1969. The pair has just lapped the 1.5-litre Brabham Fords of David Oxton and Allan McCully (photo by Jack Inwood)

public hotels, the one private hotel, and the lone motel were all full, so I enquired at an engineering shop in the main street, and, yes, it was involved with the motor-race meeting. No accommodation available? No problem, you can sleep on our floor. At least I think that's what happened.

Either way, this was the first of many Levin meetings I would cover, and the busy 21 races that Saturday 53 years ago were well worth the lengthy drive. Levin usually managed to pack a generous amount of excitement into every meeting, with quick-fire programmes that set an example to other race organizers.

Demanding track

It was a challenging, unforgiving little circuit that almost certainly damaged more cars

than any other New Zealand track — so the club's instigation of a competitor accident-assistance scheme was well placed. The club allocated travelling expenses for entrants who journeyed long distances from their home base and endeavoured to offer good prize money. The inaugural meeting in 1956 offered higher prizes than a national meeting at Pukekohe 10 years later.

Several motorcycle riders were injured at Levin during the two decades, and there were two driver fatalities. Duncan McKenzie had driven from Wellington to north of Auckland to acquire a rear-engined Cooper open-wheeler, then returned to Levin for his debut outing in the car at the April 15, 1961, meeting. On the first lap, he went off on the notorious Cabbage Tree

Bend that would claim many cars and was killed when the Cooper rolled. In February 1968, John Fairley was testing his modified Hillman Hunter for a Hawke's Bay Car Club Levin sprint when he left the circuit on the fast Lake Bend. The car rolled several times and the safety belt came away with the door pillar, fatally injuring the unfortunate driver.

Drama was never distant from Levin. On the left-hander adjacent to the pit paddock, the brilliant Austrian driver Jochen Rindt crashed his works Lotus 49T during the 1969 Tasman Cup race. He had been leading Chris Amon's Ferrari before spinning at the hairpin, and then, several laps later, flipped over a safety fence and finished upside down. Onlookers stood frozen as the petrol-soaked Rindt called for help. For agonizing seconds,



no one did anything, until Wellington saloon driver Dick Sellens, who had been watching the race from the nearby pits, tried to lift the car off the trapped driver. Eventually, the Lotus was righted, Rindt unbuckled his safety-belt harness, and he was pulled from the car unharmed.

Levin Motor Racing Circuit Ltd

The history of the circuit is superbly covered in a 500-page book compiled by Murray Carkeek, long-time secretary for the club. Published in 2010, the book describes Levin as “a little circuit with a big history”, and covers all 60 national and international meetings, including entry lists and results.

In late 1966, I sat down with Ron Frost to talk about Levin, which had been his pet project. Ron had been less than impressed after arriving with his Cooper 500 in March 1953 to compete at an Ohakea meeting run by the Manawatu Car Club. The organizers had refused to accept his FIA international licence and ordered he should be observed.

Frost, who became president of the Motorsport Association of New Zealand

in a lengthy spell from 1958 until 1977, reckoned that people needed an example of just how a meeting should be conducted and set about building a circuit on business-like lines, backed by business interests, and, once it was under way, handing it over to a club. After setting Levin on a successful path, Ron became a driving force at Pukekohe, later in life was involved with the FIA, and was deservedly awarded the MBE for his services to the country and to motor sport.

His motor racing, which began at



Approaching the notorious Cabbage Tree Bend at Levin, which claimed many cars during the circuit's 20-year history

Brands Hatch in 1938, temporarily went on hold when Adolf Hitler intervened. Captured after Dunkirk, Frost spent four years in a prisoner of war camp, where his knowledge of French and German languages proved useful, and he succeeded in escaping after no fewer than 12 attempts! Post-war, Ron had a garage in Kent selling Hillmans, but, frustrated by rationing, he moved to New Zealand. He was mates with fellow Englishman Arnold Stafford and New Zealander Syd Jensen. The trio enjoyed many battles in their respective little Coopers, with Frost winning at Mairehau in 1956, and snaring the CWF Hamilton Trophy in his Cooper VII Norton.

Frost suffered a nasty accident at the January 1958 Levin meeting, rolling his Formula 2 Cooper as he exited the corner leading into the main straight and suffering minor injuries. Later the same day, Merv Neil flipped his Cooper twice after coming to grief on the next corner before the long sweeper, again escaping serious injury.

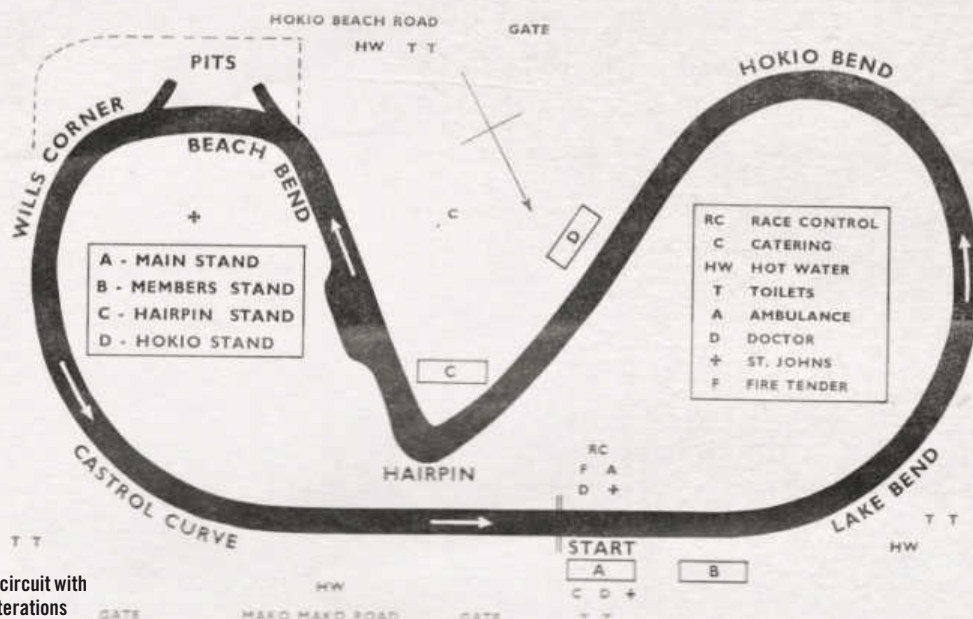
Looking over Levin for a house, Frost noticed a disused horse-racing track, and could see the possibilities for dual-purpose



Saloons were always popular at Levin. At the March 1968 meeting, Rod Coppins leads the similar Shelby Mustangs of Paul Fahey, Frank Bryan, and Red Dawson, with Robbie Francevic's 7.0-litre Fairlane also in the hunt

use. "It was a difficult task to sell an idea as sophisticated as running a motor-racing circuit combined with a horse-racing track to country farmers, some of whom had never been out of the area in their lives," Ron said. Discussions persisted for 18 months, with agreement finally reached early in 1955. Frost, Syd Jensen, Arnold Stafford, Vic Hudson, Les Burnham, Welwyn Hyde, and Keith Wyness were all financially involved in the newly formed Levin Motor Racing Circuit Ltd.

Originally, the Levin Car Club had been an adjunct of the Manawatu Car Club, but a separate identity was formed with Frost as president. Construction of the circuit began in August 1955, but the track was poorly built and cut up badly at the opening meeting. Shaped like a pair of racing goggles, the circuit was initially a mere nine-tenths of a mile (1.45km), but, in 1960, the Loop was extended to incorporate Cabbage Tree Bend, increasing lap distance to 1.1 miles (1.77km). Finally, in 1966, the pit straight was lengthened to form Wills Corner and



Map of the circuit with the final alterations

Castrol Curve, boosting the circuit to 1.2 miles (1.93km). With the 1960 increase in length also came a widening of the track from a narrow 7.3 metres to a much more acceptable 9.1 metres.

Motor racing commences

An estimated 15,000 spectators arrived for the first meeting, an amazing response, but, with so much work needed for the track surface, finances were in dire distress. Frost: "We wrote all round New Zealand in a vain attempt to get debentures. With an overdraft at the bank, we started reconstructing the track bit by bit."

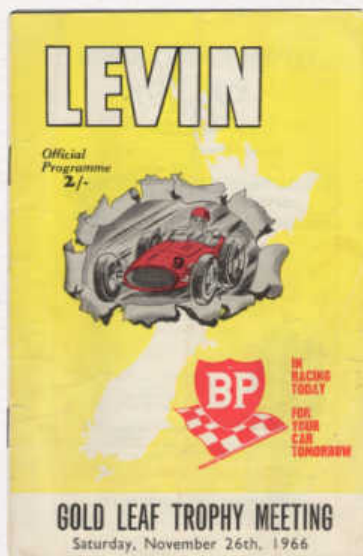
There were 60 motorcycles and more than 50 cars entered for the first meeting, with competitors including Tom Clark and Fred Zambucka in 3.0-litre Maserati 8CMs; Australian Tom Sulman in an Aston Martin DB3S; Ron Roycroft (Bugatti/

Jaguar); John McMillan (Alfa Romeo); Alan Freeman (Lago Talbot); the Austin-Healeys of Ross Jensen and John Seabrook; Fordy Farland in a Singer Special; and the Cooper 500s of Len Gilbert, Frost, Stafford, and Syd Jensen. Rod Coleman, a junior winner at the Isle of Man Tourist Trophy, was an ace at winning motorcycle events at the early Levin meetings.

Nineteen-year-old Bruce McLaren in a 1.5 Cooper Climax sports car battled with Ross Jensen's Healey 100S to win two sports car events at the fourth meeting, in March 1957. The autumn meeting in 1958 saw the fiery Whangarei driver George Lawton, who died racing in Europe two years later, win the Le Mans—start sports car race in his Cooper Climax. Later in the day, however, he left the track at Lake Bend, jumped a safety fence, and crossed the horse track to land where spectators had been standing. Lawton was treated for lacerations and a fractured nose and cheekbone.

PT Cotter was thrown out of his Renault 850 when it rolled no fewer than seven times entering the main straight at the November 1958 meeting, escaping unhurt. Then Johnny Windburn went off at Lake Bend, with his Austin A30 flipping four times. Alan Freeman suffered face lacerations and bruising when he spun his Lago Talbot through a safety fence at the April 1960 meeting, and, in the final sports car event the same day, Scott Wiseman rolled his Buckler sports car and was injured.

Albert Jones was fortunate to escape injury when his Cooper Bristol lost a front wheel and overturned at the January 1961 meeting. The wheel bounced into the crowd, injuring a young girl. On the same day, Andy Buchanan was lucky to suffer only bruising after rolling his



Programme from the November 1966 meeting



First-lap incident in the Fred Zambucka Memorial race in November 1966 with Kerry Grant's Brabham leading, while Dennis Marwood's Cooper had just hit the bank and Dean Hollier's Lotus 27 spins

Austin Farina A40 several times at Hokio Bend.

A record 90 cars entered the November 1961 meeting, including 25 open-wheelers, 35 saloons, and 30 sports cars. The January 1962 international meeting was run in atrocious wet conditions that saw Jack Brabham beat Stirling Moss by 2.3 seconds. So spectacular was the Angus Hyslop spin on the main straight that the organizers called a halt to the race. Meanwhile, Roly Levis came to grief in his Cooper and fell out of the car as it overturned, breaking a leg. Four years later, during private practice for the March 1966 meeting, Levis suffered back injuries when he rolled his Brabham.

Jim Boyd's Lycoming blew a tyre at the March 1965 meeting, and he was hurt in the carnage that followed at Cabbage Tree Bend, while Bill Caldwell crashed his Lola the same day. An opening-lap shunt in the December 1966 Fred Zambucka Memorial race saw Dennis Marwood's Cooper Climax take out Dean Hollier's Lotus, and, at the November meeting a year later, Australian Paul Bolton had to be cut from the wreckage of the Roston Brabham after it hit a safety bank. Soon after, the Brabhams of Red Dawson and Bryan Faloon tangled at almost the same point, and a loose wheel injured a female spectator. In January 1972, Ken Smith and Robbie Francevic both spun off the track

after contact, with Ken's Lotus 69B hitting a new safety fence, while the Francevic McLaren M10B shed two wheels after striking the same fence. In a New Zealand-versus-Australia F5000 test at the final Levin meeting, Jim Murdoch's Begg 018 left the track at around 210kph, colliding with a marshal's stand and taking out Ken Smith's Lola T332 in the process.

Tyre wear proved a problem in the 100-lap Shell production saloon-car race in October 1973, with Neville Crichton's Holden Monaro hitting a safety fence following a tyre blowout. Highly rated Jim Richards demolished several metres of fencing when a tyre punctured on his Ford Falcon GT, leaving the Chrysler Charger of Rod Coppins the victor.

Drivers rated Levin a difficult and technical circuit, and one that usually favoured smaller cars to the extent that it was known as a genuine equalizer. In the 1970 Tasman Cup race, Graeme Lawrence's smaller-capacity Ferrari V6 outgunned the 5.0-litre Formula A cars, winning the 63-lap event from Max Stewart's Mildren Waggott by 17 seconds.

The track had hosted brilliant drivers like John Surtees, Jackie Stewart, Denny Hulme, Jim Clark, Graham Hill, Piers Courage, Frank Gardner, and Innes Ireland.

A class entry in January 1968 drew the record attendance of 23,000 — well in

excess of the total population of Levin.

Chris Amon's Ferrari scored a comfortable victory ahead of the nimble McLaren M4As of Courage and Jim Palmer, while the field included Jim Clark's works Tasman Lotus and the British Racing Motors (BRM) cars of Bruce McLaren and Pedro Rodriguez.

There was also a wonderful social aspect to Levin, with great after-meeting gatherings at the local hotels. Frost felt that Levin was a catalyst in motor sport and had shown the way with ideas like the dummy grid-shortening time between races, flag machines for marshals, and safety banks. Chris Amon, who won two international Levins and relished driving the Maserati 250F there, rated the circuit special. Graham McRae was a master at the track, eventually setting the outright lap record. World champion Graham Hill was less than impressed the day McRae took his 1.5-litre car around the outside of his works 2.5-litre Lotus Tasman car on the big sweeper. Indeed, McRae believed that it was one race track where no other driver in the world could beat him.

Imminent closure

When the final Levin meeting was called for December 7, 1975, the writing was on the wall. Spectator numbers had declined — the 1973 international attracted just 8000 — the newly established Manfeild circuit at nearby Fielding was in operation, and there was little prospect of two circuits operating successfully in the same region. Track lifting began in October 1977, and the Levin Racing Club turned the site into a horse-training facility which grew from 20 horses in the '70s to 200 in the '90s. Ron Frost died at 79, two years after the track was demolished, but he had seen his dream fulfilled and had put New Zealand motor sport on a solid footing. ■



Entering Wills corner in an Alfa with the old circuit visible to the left of the car

For Concours winning restorations

We provide hand crafted panel restoration work for all European, British, American, Australian and Japanese vehicles.



Mercedes-Benz specialists

Spyve's
PANEL SHOP

Ron and Karyn Spyve

Phone 07 824 1890 Fax 07 824 1892 Mobile 027 2800 346

Email spyves.panel.shop@farmside.co.nz

33 Platts Road, RD 7, Newstead, Hamilton

www.carrestoration.co.nz

CHECK OUT OUR
facebook page
FOR EVENTS

Classics
MUSEUM

Open 7
days
9-4PM



Jukebox
DINER

Just off
SH1

Classic cars & vintage collectables

1950s DINER ON SITE

11 Railside Place, Hamilton

PHONE 07 957 2230

WWW.CLASSICSMUSEUM.CO.NZ



COOL TO THE CORE

You know how important an engine's radiator is, but do you know how they're made? We go behind the scenes at New Zealand's biggest radiator-manufacturing plant

Words: Connal Grace Photos: Adam Croy

Chances are that, at some point in your life, you will have encountered a vehicle overheating. How often you come across such a problem is another issue altogether. If you're the type to just buy a car and drive it, all is probably well; if you own an older classic, its cooling system may not have been developed with modern traffic issues in mind; and if you prefer to pull your motors out and hot them up — no pun intended — then you've probably dealt with about as many cooling problems as engines.

The problems arise because internal combustion generates heat, and engines built for performance will, by default, generate more heat. The heat is a by-product of the combustion events that keep the motor running and the friction between moving parts that results when a typical automotive engine is operating — often at many

thousands of revolutions per minute.

To dissipate the heat generated, most engines are water cooled. The casting process for engine blocks, heads, and intake manifolds will almost always incorporate water channels to allow coolant to circulate through the areas most exposed to extreme temperatures, to dissipate any heat that is generated. The coolant mixture is commonly an ethylene glycol-based solution that expands as it heats up, increasing pressure, which, in turn, lifts its boiling point to beyond that of plain water. Even so, the coolant itself still needs to be cooled continually in order to dissipate heat properly.

This is where the radiator comes in. The water pump pushes coolant through the water channels, and the heated mixture eventually circulates through the radiator, which is positioned for maximum exposure to 'cold' air. The flow of cold air through the radiator reduces the temperature of the coolant by

dissipating the heat to the atmosphere, and the coolant is then recirculated through the system to absorb more heat.

While the entire cooling system represents the effectiveness of a fundamentally basic concept, there is quite an art to how the radiator core — where the magic happens — actually works and is assembled. We were lucky enough to visit Auckland-based Adrad National Radiators to observe first-hand how it all happens, and here's what we found out.

The general automotive radiator 'CT' core contains a large number of finned, narrow coolant channels, giving a high surface-area-to-volume ratio. The resulting convection effect allows rapid heat dissipation. However, there is a process involved in turning a stack of raw materials into a radiator core, and, looking at the materials involved — rolls of copper, lengths of brass tubing coated in solder, and brass sheets — it can be tricky to see how it all goes together.



HEADER PLATES

The header plates are an interesting place to start, since they are unlikely to resemble anything that comes to mind when you think of a radiator; however, as the conduit between the header tanks and the actual core of the radiator, they are a very important component.

1. The header plates begin life as sheets of brass, which are cut to the right size according to the radiator's specifications. A job sheet will specify the number of rows required, as well as the radius of the corners.
2. The brass sheets, having been cut to the correct dimensions, are pressed for what are known as 'piercings' — holes through which the coolant will flow. The die used in the press is chosen to suit the radiator-core requirements. From here, the brass sheet, with fresh piercings, is brought to have its corners cut to the appropriate radius.

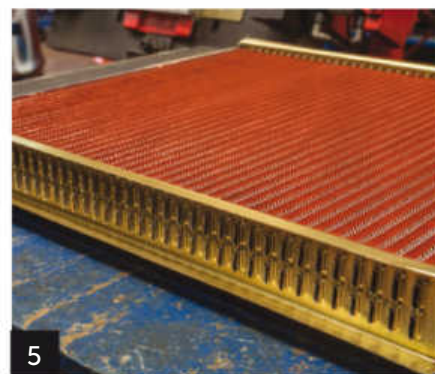


3. The header plate is then brought to the radius-forming press, where it will meet with one of a number of different radius dies, depending on the corner radius required. The process essentially gives the header plate a folded edge, along both the flat edges and the corner radii.



4. The completed header plate is ready to be attached to the rest of the core, the assembly of which is covered next. These can be made with different mountings, including bolt-on, weld-on, or with castellated edges that lock into place in plastic header tanks, sealed by a rubber O-ring. Adrad carries a range of header tanks for a variety of applications, from plastic header tanks for daily-drivers through to bolt-on brass tanks for a Kenworth truck.





THE CORE

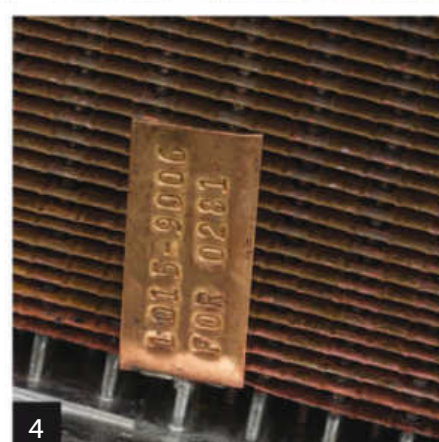
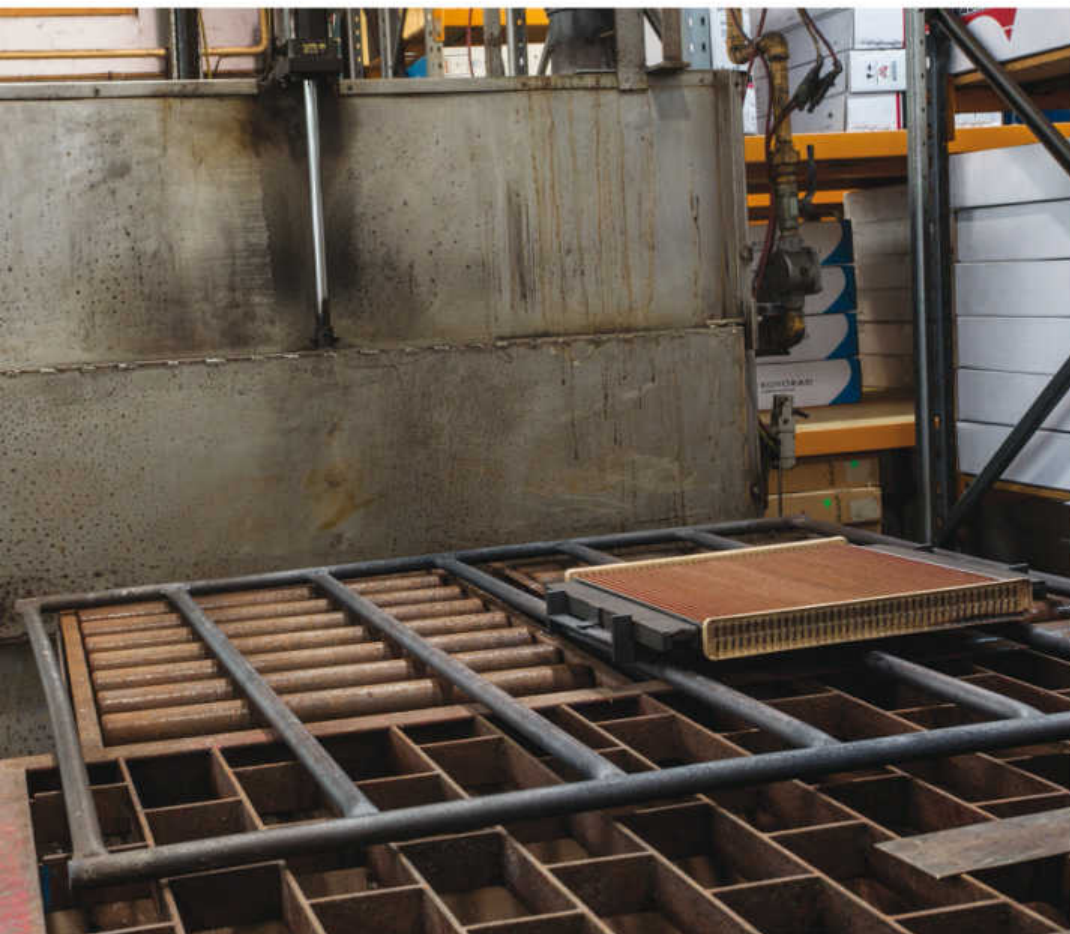
The first step in producing the actual core of the radiator involves the ‘CT fin machine’, which is fed a large spool of copper that will eventually form the fins. The machine stamps the copper to achieve the accordion-like zig-zag shape, and punches louvres in it if required, before compressing the length to an appropriate fins-per-centimetre measurement. All of this is preprogrammed into the machine according to the radiator being assembled, with each aspect of the procedure important in its own way.

1. The number of fins per centimetre is calculated based on the broader picture of the radiator’s application. If it is to be a narrow-core radiator, the convection effect could be enhanced with a narrower pitch, whereas a thicker core would function better with a more open pitch — “Having too tight of a fins-per-inch on a thick-core radiator would be like hitting a brick wall — not good for air flow,” explained Tara Maylin, Adrad’s New Zealand manager. Louvred fins are superb for

most road-going vehicles, with enhanced cooling capabilities, but would not be used in certain applications. “On a hay-baler or machinery working in lime works, for example, it’s likely that louvres will not be stamped, and will have a more open pitch, due to the likelihood of seeds or foreign matter being lodged between the fins,” Tara said. Such radiators also use a tubular-style core, rather than the CT cores shown here, and the design will make it easier to waterblast or manually clean the radiator core without damaging the fins.

2. Once the copper fins have been produced, they are arranged into what begins to resemble a radiator core. The tubes through which the coolant is channelled are brass that has been coated with solder — the solder coating will melt and fuse the fins with the tubes when the core is baked in a special oven. At this stage, the core can still be touched up cosmetically if it needs to look perfect, though aesthetic blemishes don’t adversely affect performance. Once the core has been baked, it stays as-is.
3. The fins and tubes are stacked alternately until the radiator-core specifications are met, with galvanized side plates on the top and bottom edges. A roll of solder is also applied between the galvanized side plates and top and bottom fins, as well as between the next row of fins — this is for adhesion, as stated in Step 2, since the uppermost and lowermost rows are most susceptible to damage from flex or pressure.

4. At this stage, the rows are stacked loosely, and the core assembly is clamped together from top to bottom to achieve the specified core height. Once the height has been achieved, the core assembly is held in place within a baking frame.
5. With the radiator core within the baking frame, the header plates can be applied. As described in the previous section, these are manufactured concurrently in a different part of the factory known as the ‘press shop’.
6. The header plates will eventually be connected to the header tanks — whether by welding, bolting, or locking tabs in plastic-tank applications. With the header plates in place on either side of the core and the ends of the tubes protruding through, the tube ends are flared to increase the water-channel openings for optimized fluid flow.



CUSTOM ENGINEERING

If a complete radiator, not just the core, is required — for example, if an off-the-shelf unit can't be sourced — that can also be arranged. Usually, the old header tanks will be cut off the old core and re-welded onto the new core, although new header tanks can also be custom fabricated.

"The engineering guys do any job that is 'too hard', whether it's repairs, custom work, or jigs," Tara said. "They're not allowed to say no — they just have to figure out a way to do it!"



This example is in for a re-core. Since only the core is being replaced, with the existing header tanks being reused, it is having a jig made up before being taken apart. The jig will allow the header tanks and fan-shroud mount to be perfectly lined up with the pre-existing holes once the new core is in — failure to get this right will almost certainly result in a radiator that does not fit.

FINISHING

The assembly is now ready to enter the baking oven, where, as noted, the solder that coats the tubes will melt and adhere to the copper fins and to the header plates. This process renders the core a complete assembly that no longer needs to be supported by the baking frame. The core shown directly above has just been baked and is being allowed to cool before it progresses to the next step.

1. Having cooled, the baked cores are secured in such a way that the header plates are immersed in a tub of molten solder for a few seconds before being blown out with compressed air.
2. The core assembly is manually inspected and touched up, with any pinholes around the header plate soldered up, as is the reinforcing plate — if applicable — between the side plate and the lowest copper fins.
3. Some radiators require corner reinforcing plates, some require full-length reinforcing plates, others require none at all — if any are required, though, this is when they are soldered on. The example here has reinforcing plates at the corners only.

4. An ID tag is also attached, stamped with the date of manufacture as well as the job number, for easy future identification of the radiator.



TESTING

It's looking like a complete core now, but it's not quite ready for the shelf yet, as it still needs to be tested. The radiator's header plates will be closed up and the whole core submerged in water. Any air bubbles will indicate leakage, which must be rectified before the radiator core goes any further.

1. From here, the radiator is washed out in fresh water, to off clean any flux or chemicals that may remain in or on the core, before entering the drying oven. This is set at a much lower temperature than the baking oven, as the last thing needed is melted solder — it simply allows for the radiator to be properly dried.
2. After being dried, the cores are moved to their final quality-control check, when any minor problems are fixed — for example, bent fins are straightened. Once the cores have passed quality control, they are ready to be inventoried or dispatched to the customer.



VINTAGE-STYLE CORES

There's a little room in Adrad's facility that deals solely with vintage radiators with either hexagonal (honeycomb) or cellular cores. When Adrad purchased National Radiators 15 years ago, the New Zealand radiator manufacturer had already been going for 82 years. As such, Adrad still has tooling to produce genuine vintage radiator cores. The machines used for each different style are date stamped '1914' — they are real-deal OEM tools from days gone by.

The copper spool is fed into each machine, as it is with the more modern CT fin machine upstairs, and is pressed in the appropriate pattern. The hexagonal style comes out as half hexagons with integrated cooling passages, which are stacked one above the other, making what looks like a honeycomb pattern with water channels within it.

A cellular core is 'folded' into itself in an elongated rectangular formation, with a finned insert placed inside. These cells make up the radiator core.

With either style of core, it is common for a template to be provided for the core to fit within.

Since Adrad is one of the few companies that possesses this tooling, there is a huge demand for these products in the US when the dollar is weak. Likewise, whenever MOTAT requires a radiator core, it will be Adrad that comes up with an authentic solution.



NO MORE FLAT BATTERIES



PriorityStart!®
'NO MORE FLAT BATTERIES'

- Saves your battery power – start every time!
- A must-have for multiple and classic car owners
- Automatically prevents your battery from going flat
- DIY installation in 15 minutes – you are now protected
- 12v, 24v, and marine 12v models available
- Designed in the USA with a proven track record



3 EASY CONNECTIONS



Attaches in Minutes -
NO Hard Wiring Required

BUY ONLINE FROM \$169.⁹⁵

prioritystart.co.nz



Whatever you've got
in your garage,
Garador keeps it safe.

New Zealand's Garage Door Specialists

Security of your home, family and classic car is achieved not only by the strength of your garage door but also by the encryption used by your door opener remotes. Garador's latest garage door opener technology uses the same 128-bit Advanced Encryption Standard (AES) security as relied upon by banks, (there's 309 trillion trillion code possibilities) and also transmits across three frequencies to overcome wireless interference issues - a couple less things to worry about...



Featuring
TrioCode-128 Technology



To find out more about garage doors, openers and the latest keyless entry technology visit our website or give us a call and come in to your nearest showroom to talk to our team.

www.garador.co.nz

0800 GARADOR (427 236)

MOTOR SPORT FLASHBACK

Words: Michael Clark

Photos: Steve Twist, Bruce Wells, Bill Pottinges, supplied



There are perhaps only three nations which have made a contribution to international motor racing that is completely disproportionate to their population — Finland produces race and rally drivers like we do loose forwards; Scotland gave the world a brace of world champions, plus probably the best long-distance rally driver ever (among other notables); and New Zealand has churned out not just drivers but mechanics, engineers, team managers, and even an internationally acclaimed journalist.

This month marks 80 years since the first of Scotland's world champions was born — and, for many, he is the greatest

driver who ever lived. Jim Clark was world champion in 1963 and 1965 — and he came close to making it three in a row, but for 1964, he had to just settle for the British Touring Car Championship as he firmly put the Lotus Cortina into legendary status. When he was killed in a Formula 2 race in April 1968, just after his 32nd birthday, he was generally considered to be at the peak of his ability and was odds-on to add a third championship for Lotus.

Memorial tour

For much of his career, he combined racing in Formula 1, the Indianapolis

500 — which he won in 1965 — Formula 2, the Tasman Series, sports cars, saloons, and even some rallying with farming in the area of south-east Scotland known as the 'Borders'. The proximity of that area to the north of England was highlighted to me in September 2003 when I embarked on a self-indulgent 'Jim Clark memorial tour'. I flew into Prestwick, on Scotland's west coast, and set off for the opposite one. I drove through towns that I'd only heard uttered by the world's greatest rugby commentator, the late Bill McLaren — Biggar, Galashiels, and Hawick. It all seemed familiar — farmland, little

IT'S 80 YEARS THIS MONTH SINCE ONE OF THE GREATEST DRIVERS EVER WAS BORN

Jim Clark, 1936–'68

villages, and football fields that mainly had 'big Hs' rather than soccer goalposts. Some hours after collecting the rental car, I arrived in the town of Duns — home of the Jim Clark Room and just down the road from Edington Mains, the Clark family farm. The 'Room' had already closed, so I set off in search of a bed — there is precious little in Duns, and, less than half an hour later, I found myself booking into a pub just across the River Tweed in Berwick — I'd spent all afternoon driving across Scotland, only to end up sleeping in England. Ah — so that's why it's called the Borders; the boundary is that close.

Unexpected treasure

Before getting back to the hero of this month's story, I must tell you this — after breakfast, I went and settled my bill and asked, as delicately as possible, "So, are you Scottish or English?"

"We're English!" came the indignant reply, in an accent that Billy Connolly would be proud of.

I'd always heard that the Jim Clark Room was of modest proportions — and I'd heard right. It was a Saturday morning, I was the only visitor, and I wanted to take it all in, because I had no way of knowing when I'd be back. The attendant informed



me that, in the years he'd worked there, he could never recall anyone staying as long, and, figuring I must be a fan, he suggested one or two other places I might like to visit. He asked if I'd heard of Ian Scott Watson — what self-respecting Jim Clark fan hadn't heard of the local fellow who'd lent his DKW to Clark in order for him to compete in his first race? I was told of a clock that Scott Watson had designed — it was near the graveyard, so I added that to my list of things to see. And then — "I've got Mr Scott Watson's phone number here — I'm sure he'd like to meet you." I was handed the number but, to my eternal regret, I didn't feel I should intrude — despite the attendant's encouragement.

I visited the grave, the clock, the art-deco primary school, and, finally, before leaving Duns, I stopped at the entrance to the family farm, where I thought about picking up a piece of gravel from the driveway — but then concluded that was taking obsession just a step too far. A local noticed me photographing the clock and volunteered, "I remember young Jimmy Clark driving the D-Type along that road — we'd hear it first, and then listen for the gear changes."



The clock tower in Duns — note the Lotus 25 on the ledge above the clock



Admired student

I decided to take the coast road to Musselburgh — to visit Loretto School, where Master Clark was sent as a boarder — as opposed to the more direct, inland route, some 60km from the farm. Once again, it is countryside anyone who has driven through North Canterbury would instantly feel at home in, and, as I drove along, I wondered if Clark, while travelling around New Zealand on his many visits here in the 1960s, would ever catch himself wondering, perhaps as a passenger waking from a snooze,

whether he'd somehow been beamed back home.

Clark was an above-average but not outstanding student and rugby player, but otherwise gave no indication that he was to become one of the school's most internationally acclaimed alumni.

From Musselburgh, I was heading to my final destination, Kilmany, for it was there that the family lived prior to moving to the Borders during the war. And it was in Kilmany that Clark was born — but was that enough of a reason to drive the 90-odd kilometres? Until 1997, probably not, but, that year, a life-

size bronze statue of the community's most famous son was unveiled and that seemed a good enough reason to make the trip. Kilmany is in the county of Fife, just south of Dundee, and due west of Perth, some 40 or so minutes away. In a place as tiny as Kilmany, you'd think finding the only significant erection there would be a piece of cake ... so, it was nearly dark when the helpful, but somewhat bewildered ('have you really come all the way from New Zealand to see the statue?') folk in the second farmhouse I visited directed me to where I needed to be. The people in the first farmhouse hadn't had a clue what I was talking about — imagine living in Ohakune and never noticing a somewhat oversized carrot on the edge of town.



with the Room created as his memorial, then the grave, his schools, and, finally, his place of birth.

Won again

I recall, as I was driving through the beautiful Scottish countryside, that I'd thought of a couple of West Country lads my wife and I had met on a bus tour to the Belgian Grand Prix 20 years earlier — these guys had told us how they'd despised Jim Clark growing up. We were staggered; I'd never heard anything but glowing comments about 'Clark the person'. They both admitted that their feelings had nothing to do with being anti Scottish or anti Lotus but, rather, as young lads getting race results, hearing that Clark had won again had become so boring as to drive them to wishing anyone else would win. As an aside, as I drove closer to Kilmany, I started seeing signs to Saint Andrews — and, even as a non golfer, I knew the significance of that royal and ancient course. The next day, before returning the car, I had some time to kill near Prestwick, so drove into a nearby town thinking, I'm sure I've heard that before — sure enough, the sign at the front confirmed another golf course — Royal Troon!

And so, in a land of famous golf courses, the greatest driver of the '60s — and, without doubt, one of the best ever — was born on March 4, 1936. It is pointless to speculate what would have happened to the balance of his career had he lived — there was talk that he would retire at the end of 1968, just as there were suggestions that he'd finally leave Lotus but stay in Formula 1. In his final years, he had come out of his shell a little more, and there was even speculation that he was enjoying the international lifestyle enough to make going back to the farm highly unlikely. Whatever, and despite growing up so close to England, he was Scottish and damn proud of it. A week before he was killed, he was punted up the rear on the grid in a Formula 2 race in Spain by Jacky Ickx. Clark rarely lost his temper but, in his fury, approached the Ferrari team manager and forthrightly told him to calm his new recruit down. The advice was processed and, as Clark turned to walk away, came words to the effect of 'you English always lose your temper', following which the normally shy and reserved champion turned and said, firmly, "I'm Scottish — and don't ever forget it."



Hands in pockets — typical Jimmy

The bronze was carried out by a local sculptor who wasn't a motor racing fan but decided the village needed something to commemorate the most famous person ever born in Kilmany. It was worth the effort — while the artist might not have known his subject, he has captured him magnificently — in mid stride, with what was described in period as the distinctive 'Clark gait'. The kindly people in the second farmhouse told me that they see the 'odd person' visiting the statue, and I suspected that I came fairly and squarely into the 'odd' category. I'd had the sort of day one could almost never have with a passenger — unless they were equally committed and sufficiently odd as well. In a way, I'd traced Jim Clark's life in reverse — starting



Levin, mid '60s

Relaxed event

On the day after my 'Jim Clark tour', I attended the final round of the British Hillclimb Championship at Doune, just outside of Stirling. It was the third weekend in a row that I'd been at a motor sport event, the other two being slightly higher profile — the Goodwood Revival and the Italian Grand Prix. Both were great, but that day at Doune was, for me at least, not overshadowed — it was very relaxed, a lot like the Historic Racing and Sports Car Club picnic meeting

at Taupo I wrote about last month. A typical front runner for British hill-climb honours at that time was a Cosworth V8 of between three and four litres stuffed in the back of a Formula 3-sized car — you get up close and personal, and I thoroughly recommend you go and take a look next time you're in the UK. That sort of combination takes some level of commitment to rip up a garden path.

Close call

Hill climbing used to be such a big part of the New Zealand motor racing

scene — Bruce McLaren, Denny Hulme, Chris Amon, Howden Ganley, and Graham McRae are just the tip of iceberg of young Kiwis who cut their teeth tearing up small mountains. There were two in the general neck of the woods where I grew up, and I have fond memories of both — Chamberlain Road in Bombay and Cossey's Farm in Drury. I was recalling that loose metal track in Bombay when hearing a radio ad for Rod Millen's Leadfoot Festival — hell, I remember a day at Chamberlain Road in either 1972 or '73 when it looked like curtains for young Rod. He was driving a beach buggy with an Essex V6, and you didn't need a stopwatch to know he was quick. During a late-in-the-day run, he went just a tad too wide — and then disappeared. From the viewing spot, it was difficult to know just how steep the bank was that he'd gone down or how bad the injuries were likely to be.

Once there was silence, a spectator yelled, "Are you OK?"

"Yup," came the reply, and the buggy was winched out — as I recall, Millen went on to record the fastest time of the day. As for the Cossey's Farm hill — I reckon I've got the apexes about perfect, because I do that at least once a month — on foot, it's next door! ■



Ross Hollings in his Mini Max en route to fastest time of the day — Cossey's Farm, December 3, 1967



t: + 61 3 9584 4909
t2: + 61 3 9584 4994
f: + 61 3 9584 4959
m: + 61 (0) 418 368 397
e: sales@brooklandscs.com

CORPORATE MEMBER
AAVA NO. 204
AAVA CERTIFIED
PRACTISING
VALUER NO. 480



100 Talinga Road, Cheltenham 3192, Victoria Australia

www.brooklandscs.com



Jaguar XK 150 FHC 1959

This original matching numbers SE spec 3.4 XK 150 with overdrive last sold by us 10 years ago. CH:1 E34976
\$89,950 egc*



Jaguar XK 120 DHC 1954

Pristine condition with full history and heritage certificate. CH: 54 XK120
\$174,950 egc*



Jaguar Rapide Special

No expense spared and beautifully made 3.8 litre with o/d and full wet weather gear.
POA*



MGA Roadster 1956

Beautiful order with 1800cc engine, Weber Carb, 5-speed gearbox and new centre lace wheels mesh grill, but original included. C/N 00788
POA*



Mercedes Benz 300SEL 6.3 Saloon 1970

One of only 702 factory RHD, excellent with history. Australian delivery and in excellent condition. Road and Track called it "the greatest saloon in the world". CH:004177
\$59,950 egc*



MGB Roadster 1970

This mark 2 series was Australian delivered new and is finished in the original colour scheme, and is in beautiful order. CH: YHN7590
\$18,950 egc*

*All cars marked with an asterisk will attract a further Victorian Government stamp duty charge where applicable.

20+ YEARS
OF RESEARCH AND
OVER 600 PAGES OF CARS



ORDER
YOUR COPY
TODAY

The exceptional achievements of the six-cylinder 40/50 HP Silver Ghost, over more than 100 years ago, earned for Rolls-Royce the right to claim their car to be 'The Best Car in the World'. Some 30 examples of this motoring icon are believed to have come into the ownership of



New Zealand families. Additionally, aircraft powered by Rolls-Royce engines have ensured that the British Commonwealth came out on top in two world wars. These engines, having contributed to the economic and military progress of this country, are also included in this book.

AVAILABLE IN STANDARD OR ENTHUSIASTS' EDITION

FOR FURTHER DETAILS, CONTACT ROY TILLEY
204A Waiwhetu Road, Lower Hutt, 5011, NZ or email rmt@xtra.co.nz

**CALLING ALL
CLASSIC BRITISH
VEHICLES**

Celebrate the annual Queen's Birthday on Queens Wharf by bringing your cars, motorcycles and clubs to Auckland's waterfront and take part in one of the largest classic car displays in Auckland.

To register your interest or for more information please email: info@freshconcept.co.nz

Fresh Concept.



FORD 10 SPECIAL — SPORTY

Ever dreamed of a car you lusted after but never had a hope of owning because the kids and mortgage got in the way?

This story is kind of like that — with a twist

Words and Photos: Patrick Harlow / Clarrie Ranby

This story is about a group of friends who did not have the means to own their dream car when they were younger, so they built themselves one each. Then, when family

and wives came along, they could no longer afford their vehicles, so they were sold.

End of story? No — definitely not. When they got older, nostalgia kicked in, and they wanted their cars back. Sounds pretty simple, really. It gets complicated when you realize that the car Clarrie Ranby wanted was one of only four in the world — hen's teeth are everywhere by comparison.

But back to the beginning. During the late 1950s, Clarrie and his three friends — Alan Watson, Ron Cox, and Graham McGill — decided to pool their resources and knowledge together and build four identical cars. Apart from Alan, the fibreglass expert, they were all teenagers at the time, so there were no

boundaries, no limits, and anything was possible.

Evicted chickens

Clarrie's mum and dad let them build the cars in the old chook shed at the back of their Papakura property; naturally, the chickens were evicted first. The body design was definitely not a replica of any existing car, but drew its inspiration from the general shape of sports cars of the time — for example, the Aston Martin DB series and the Triumph TR3. All four lads had input into the final shape that was eventually moulded by Alan. They reckoned that their car was the bee's knees in style terms for a sports car in latter part of the 1950s, and we think they had it spot on.

The cars were built on their own tubular chassis, using Ford 10 parts. To modernize the design and make it safer, the original steel-rod brakes were updated to a modern

hydraulic system. To ensure they could pick their cars out in a crowded car park, the friends painted each one a distinctive colour — yellow for Alan, red for Clarrie, blue for Graham, and white for Ron. The 'Sporties', as they were called, were often seen driving together around the back roads of Auckland.

Life moved on, and the four friends eventually got girlfriends, got married, and soon found children at the top of their priorities. In fact, all four cars had to be sold to be replaced with mortgages and prams. The moulds and jigs were also sold, in the mid '60s, and, by 1965, they were gone, not to be seen again for about 40 years.

Survivors

When the new millennium rolled around, the four were still friends, and they met up to regularly to discuss the good old days over a beer. In May of 2000, Clarrie



Clarrie with his car almost 60 years after building it
Inset: Clarrie sitting in the completed car in the early '60s



received a phone call from his cousin, Alan Findsen, who was a regular reader of *New Zealand Classic Car* magazine. He told Clarrie that he had spotted one of the four cars in the May issue. After a long life with multiple owners and modifications, this particular Sporty had found its way into the hands of Graeme Crimp of Blenheim, who was in the process of restoring it. The fact that one of the four cars had survived was a shock to Clarrie, but he was able to help Graeme out with the background story of his car. Graeme owned the Sporty built by Alan Watson.

A couple of months later, Clarrie shared this story with Ron Cox. He was still amazed that one car had survived. Ron piped up about a story he had heard at the Ellerslie car show of the possible existence of another survivor. He had gone to the car show a couple of years back with his son, Steven, and he had been talking to this joker, who, at least then, may have had

one of their cars. At the time, the possible Sporty owner had written his contact details on a bit of paper. As Ron had thought the chances of it being one of their cars was extremely unlikely, he had done no more about it; fortunately, Steven had kept the piece of paper.

With his curiosity piqued, Clarrie talked Ron into making contact with the name on the paper. It was Shae Elliott who had purchased the car as a project, and, like so many projects, it had been stored outside in his parents' garden for the last eight years, awaiting the "right time". Unfortunately, by the time the call was made, Shae had gone overseas. Still, they managed to talk to Shae's mother, who said that the car was still sitting in their garden, and they were welcome to have a look at it. Luckily, she lived just down the road in Pakuranga, so it was a pretty short trip. Not expecting much but hoping for the impossible, Ron and Clarrie — along with their wives — popped over.

It was Clarrie's red car. All of them had distinctive differences, as each builder had added his own touch to his car. Clarrie had added quarter-light windows to his, and there they were. After getting the car home, Shae had stripped it and restored most of the smaller bits in his parents' garage. The body and chassis had remained outside, propped up on boxes. Thankfully, it had all been tightly wrapped in a tarpaulin, up off the ground, and had not deteriorated seriously despite being outside. On the plus side, the chassis was still good, and the motor showed signs of a fairly recent recondition; on the down side, the twin SU inlet manifold was missing, along with many of the detail parts. The windscreen frame was one of the few items that had given in to rust, which was not surprising, as it had been made out of light electrical conduit.

Wayne Elliott, Shae's father, was sick of falling over the thing in his garden, and

KITS AND PIECES

Ford 10 Special — Sporty



Top: The state Sporty was in when rediscovered
Middle: Disassembly in progress
Bottom: Extra brackets were added for additional stiffness



wanted to see the back of it. Shae was under orders to sell it. Clarrie left hoping that whoever got it would do right by the car and get it back on the road. Two of the four home-made cars had survived, what were the chances of that?

Reunited

In the months that followed, Clarrie often talked about his Sporty, and wondered if he would ever play a part in its future. Meanwhile, behind his back, negotiations were going on that would have made the world peace talks look like a Sunday-afternoon cuppa. Without his knowing anything, the family conspired together, purchased the car, and picked it up from the Elliott household. Clarrie still finds it hard to describe his feelings when he came home on March 18 to find a car trailer in his backyard, and sitting on top, wrapped in a red ribbon and balloons, was his Sporty.

The restoration of the Sporty was a bigger job than the first build, as this time around Clarrie had the time and the resources to fix all those little niggles and imperfections

still unresolved. Due to his enthusiasm to complete the car the first time, the body had been rushed, and some mould ripples had made it on to the panels. Getting the body “properly” smooth was the toughest job.

Roads have changed in the 50 years since the car was built. To improve reliability and raise the cruising speed, the Ford 10 differential was replaced with one from a Hillman Hunter — its wider range of ratios helped to bring the engine rpm down. This was further assisted by the replacing of the three-speed gearbox with a four-speed one. The front brakes were upgraded to disc, and seat belts were added. The chassis was stiffened and the doors were improved so that they finally opened and closed the way doors are supposed to.

Roy King, a professional painter, applied a modern two-pack paint, giving the car a finish not possible when it was first put on the road. Finally, Doug Crook, a good friend who used to work with Possum Bourne, helped immensely with getting the car ready for certification, which it flew through.

The fully restored Ford 1.2-litre motor still beats in the heart of the car and will continue to do so for many years to come. It took three years to build and almost 12 years to restore it. This time, the car will stay in the family and is an inspiration to Clarrie’s six grandchildren, who can now see what their grandfather did in his youth.

Of the other two Ford 10 Specials that were built, Graham McGill’s car is thought to be in Australia, and he is currently tracking it down. Shortly after Clarrie’s car was finished, Ron Cox’s car was found in Mangawhai, Northland, and saved from being converted into a V8 ute. Ron’s son Steven will eventually restore it once he gets some other car projects finished, such as the restoration of his father’s other home-made special, the Tri-Magnum. But that is a future story.

Four cars were built in a chicken shed almost 60 years ago. Three of them have been found, two are still being driven every day, and the fourth is being tracked down. What other car manufacturer can boast that? ■

Final bodywork to full show or restoration paint



From a simple touch up to a rotisserie restoration



Classics and special interest vehicles are our passion and focus, so you know you're dealing with people who understand your needs.



**CASCADE
AUTOFINISH**

Not Your Average Car Painter

09 576 4345 www.showpaint.co.nz

139 Cascades Road, Pakuranga, Auckland

What's my car worth?



Classic and unique vehicle appraisals

Hot rods ★ Race cars ★ Classic cars ★ Motorcycles

Classic Car Consultants Ltd
Mark Joblin 027 5956 087

Email: cccltd@hotmail.co.nz • PO Box 9275, Hamilton



Our product and experience make us your first choice for performance suspension systems. We supply everything from OEM spec replacement parts to race car suspension with custom built systems our specialty.



www.georgestock.co.nz
email: parts@georgestock.co.nz

AUCKLAND

8 Te Apunga Pl, Mt Wellington

Phone (09) 270 7222

0800 STOCKS

(0800 786 257)

CHRISTCHURCH

15C Byron St, Sydenham

Phone (03) 366 2500

0800 6STOCKS

(0800 678 625)

Curbing dangerous tourist drivers

The solution was obvious — I just needed help to see it!

A few issues back I wrote about the Volkswagen emissions debacle. As is always the case I researched that article thoroughly, but due to the usual time constraints I missed an obvious solution to the vexed problem of tourist drivers in rentals causing mayhem on our roads. Fortunately one of this magazine's ardent readers has pointed me in the right direction, and in doing so, has suggested what can only be described as the simplest of solutions. You might ask why someone hasn't come up with it before now. Well, there are several reasons why nothing will ever be done. The first and most important one is that by the time you read this, tourism will reportedly be the largest export earner for New Zealand, taking that position away from dairying in recent times. Secondly, no one will ever do anything that might discourage the influx of tourists, regardless of how many lives might be lost while they are here. But firstly, what is this 'simple' solution?

The solution

The reader referred me to what is known as OBD-II (the most recent version of 'On-Board Diagnostics'). Now, it was VW's OBD system that was used to fool the diagnostic equipment so VW's emissions would meet the Environmental Protection Authority's (EPA) standard.

OBD systems are in most cars and light trucks on the road today. OBDs also have a data-logging function. Data loggers are designed to capture vehicle data while the vehicle is in normal operation, for later analysis. Some auto insurance companies offer reduced premiums if OBD-II vehicle data loggers or cameras are installed — and if the driver's behavior meets requirements. This is a form of auto insurance risk selection. The data-logging can also be used to monitor driver behavior by fleet vehicle operators (such as truck drivers, or rental-vehicle drivers).

Analysis of the vehicle's black box data may be performed on a periodic basis, automatically transmitted wirelessly to a third party, or retrieved for forensic analysis after an event. This is where the OBD-II system comes in. OBD-II is no longer only used by professionals and hobbyists to repair vehicles. OBD-II information is commonly used by vehicle telematics devices that perform fleet tracking, monitor fuel efficiency, prevent unsafe driving, as well as for remote diagnostics and pay-as-you-drive-insurance.

Although originally not intended for the above purposes, commonly supported OBD-II data such as vehicle speed, rpm, and fuel level allow GPS-based fleet-tracking devices to monitor vehicle idling times, speeding, and over-revving. By monitoring the OBD-II a company can know immediately if one of its vehicles has an engine problem, and by interpreting the code, the nature of the problem. OBD-II is also monitored to block mobile phones when driving, and to record trip data for insurance purposes.

Warning Alert

Think about it! You have some looney-tune let loose in a rental campervan having just stepped off the plane, and if one of these devices is fitted, the minute (s)he exceeds the speed limit, or crosses to the wrong side of the road, a loud message in the driver's native tongue could blast out from the vehicle's stereo, alerting them to the problem. If no



remedial action is taken immediately, the vehicle could be remotely immobilized there and then. If necessary, the local traffic police could be alerted as to the location and the alleged offending, and proceed to the vehicle's position. Immobilizing is also an option if the OBD-II indicates that the driver is tampering with the system.

As to the costs — seemingly there are none, or at least they would be very little, as the gadgetry is already in place in all cars made after 1996.

So here's how I see it would work. The tourist steps off the plane, and after a mandatory 24-hour rest period, is provided

with the necessary information about which side of the road to drive on, speed limits etc, and a cell-phone-use ban while the engine is turned on, and is then taken to their rental vehicle.

Safer Driving

This magazine goes on sale in February, which has been identified as the most dangerous month on the roads, because of the influx of tourists. A local reporter suggested that treating everyone else on the road as a potential killer is one way to stay safe. Most motorcyclists and classic-car owners do this now anyway, but (and again, thanks to the NZ Classic Car reader who suggested using OBD-II), if the Government bit the bullet and made it mandatory for ALL rental vehicle companies to monitor their rental vehicles using OBD-II, and to provide that data when necessary to law-enforcement agencies, we'd all be a lot safer — and we'd still get lots of money from tourists. Perhaps we should also consider making rental companies responsible for what happens with their vehicles?

Someone should ask the Minister of Transport why NZTA has not been directed to investigate/regulate/mandate the use of OBD-II in all rental vehicles.

There also needs to be some more-effective longer-term repercussions for offenders, such as a lifetime ban from renting vehicles in New Zealand, and some decent jail time where there is loss of life. A few months in the pokey (if at all) is not sending an adequate message to these idiots who think it's okay to crash a rental, kill someone, pay a few hundred dollars in fines, and slope off back home to their own country.

In Uganda, at the height of his reign, former President-for-life, Field Marshal Al Hadji Doctor Idi Amin had the right idea. He wanted all tourists to simply leave their valuables and cash in a bucket at the end of the air bridge, then get back on the plane! Given our poor crash rate for tourist drivers, particularly in the South Island, perhaps we should adopt that practice here? Otherwise, let us have OBD-II combined with data-logging provisions made compulsory for all rental vehicles in NZ as soon as possible. If that affects tourism adversely, then that's just too bad. In the meantime, watch out! Everyone else on the road is out to get you, so stay safe.

We Speak Mustang

WE REPAIR, WE MAINTAIN, WE IMPROVE



Free Advice
& Quotes from
a Mustang
Specialist



Protec Automotive

87 Ellice Road, Glenfield Auckland

Ph 09 444 7567 www.protecauto.co.nz

PROTEC
Automotive

Autolign

THE STEERING & SUSPENSION SPECIALISTS

Ph: 0800 868 900

www.autolign.co.nz

sales@autolign.co.nz

*Importers and distributors of the
world's finest suspension brands*

- Shock Absorbers
- Coil Springs
- Sway Bars
- Suspension bushes
- Performance suspension
- Steering parts

12 branches nationwide



And for specialist service and advice...

Racelign

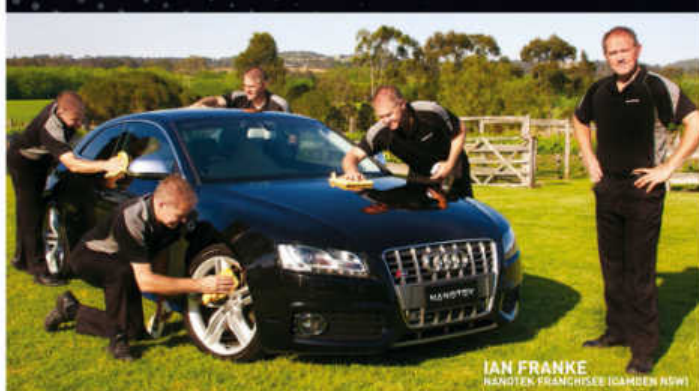
PERFORMANCE SUSPENSION

- Custom suspension
- Bilstein and Tein shocks, serviced and upgraded
- Custom fabricated bushes & engine mounts

PH: 09 574 2294



ARE YOU WORTH MORE?



IAN FRANKIE
NANOTEK FRANCHISEE (GARDEN ROW)

...make cool cars your business!

LOVE CARS?

Then join the Nanotek® Team!
Your own franchise business with the support of the
global leader in mobile car cleaning and detailing

- Full training & ongoing support
- Exclusive nanotechnology
- Total mobility & unlimited potential
- Expand & run your own fleet!
- Freedom & lifestyle

ENQUIRE NOW
call 0800 NANOTEK
www.nanotek.co.nz



ADVANCED CAR CLEANING TECHNOLOGY™

NANOTEK



CLUB CORNER

Rover Car Club of Auckland

Like many British marques, Rover cars are no longer being made, but our members are genuine enthusiasts, who are keen to see them remain on our roads for many years to come, and we have regular displays at most of the classic car shows around Auckland.

The Rover Car Club of Auckland is part of a network of Rover car clubs in New Zealand, with these found in the Waikato, the Bay of Plenty, Taranaki, Manawatu, Wellington, Nelson, Canterbury, and Otago. We get together for an annual rally, hosted by the Association of Rover Car Clubs New Zealand. This year, the rally will be in Oamaru, at Easter.

The oldest Rover in our club is a 1908 Rover 6hp, while the most popular model is the P6, which comes with four-cylinder 2000 engine or as a 2000 TC, 2200, 2200 TC, and, of course, the V8 3500. The Rover P6 is great for classic car enthusiasts, because all the panels, including the roof, are bolted onto a base unit, which makes them easy to take apart and put back together again.

We also have a few of the last Rover model, the modern Rover 75. This was made from 1999 to 2005, after which time Rover ceased to exist as a company. Similar vehicles are now being made in China under the Roewe brand (the Roewe 750).

One of the main advantages of belonging to a Rover car club is accessibility to parts and technical advice. Our club has some parts, and the Nelson/Marlborough club has a large number of parts, as Rovers were once assembled in Nelson. Some of our members are



JOIN THE CLUB

Rover Car Club of Auckland (Inc.)

PO Box 23,401
 Hunters Corner
 Auckland 2155
 Website: aucklandrover.org.nz
 Email: Secretary — Gary Corbett
rovercarclub@gmail.com

walking encyclopedias when it comes to knowledge of all things Rover and are very willing to share that information.

Other benefits of membership include regular club events, such as visits to local places of interest to give an opportunity to rove about in the Rover. We also hold technical nights, when we visit a specialist in some area of car maintenance, or we might have someone come and talk to us during a club night. We

often combine with other car clubs — such as the Triumph and Wolseley clubs — for these events.

Our regular magazine, *Roverdom*, is sent out about five times per year and has helpful articles for members. It also includes information about upcoming events, cars and parts for sale or wanted, plus membership information and contact details for our committee members. ■



**WOULD YOU LIKE YOUR
CLASSIC CAR CLUB FEATURED IN CLUB CORNER?**

SEND CLUB PROFILES AND PHOTOS TO: CLUB CORNER, NZ CLASSIC CAR, PARKSIDE MEDIA,
 PO BOX 46,020, HERNE BAY, AUCKLAND 1147; OR BY EMAIL TO: editor@classiccar.co.nz

Auto Valuers | Auto Private Investigators

CAR VALUATIONS NZ LTD



mta
ASSURED

Nationwide when you need us

Cars | Vans | Utes | Light Trucks | Caravans | Hire Plant | Insurance | GST | Dispute | Probate | Police | Customs

Michael Hatch

0274 960 820 | 0800 500 040

hatch@carvaluation.co.nz

As vehicle valuers and licenced private auto industry investigators based in Auckland, New Zealand with 40 years experience, we cover a wide variety of requests.

Contact us today for a quote.

**Get it right
the first time**

**If you are thinking about
making changes to your car**

**If you are wanting to
import a vehicle**

Can't get a WOF

**Talk to the experts
It's what we do**

**nostalgia
motors**



Ph: **07 846 1623** 4E Wickham St (off Kahikatea Dr.) Hamilton

www.nostalgiamotors.co.nz

AUTODEC

**CAR REPLACEMENT
CARPETS**



PERSONALISED

MATS



We specialise in Automotive Carpet. We have our own Carpet Factory where we tuft the carpet — back the carpet — mould or sew the carpet — then deliver it direct to you.

Alfas to Zephyrs

Carpet - Insulation - Car Mats

AUTODEC SUPPLIES LTD

73 Cryers Rd, East Tamaki, Auckland, NZ
Ph: **0508 288 6332** Email: sales@autodec.co.nz

www.autodec.co.nz

Ron's model spot

By Ron Ford

Buick Wildcat

This 1967 Buick Wildcat Hardtop, model BRK 208, is a recent release from Brooklin Models, maker of white-metal hand-crafted 1:43 models, and a quick check on the internet shows that Brooklin has captured the sleek lines of the car very well.

All the panel and shut lines are well defined and cleanly cast. There are a number of added plated parts on the model, which include the massive bumpers and grille; tail-light clusters; the imitation vents behind the front

wheel arch; and the associated beading along the door sills, windscreen wipers and bonnet centre strip. In addition, there is a small retracted radio aerial supplied for the owner to fit in the hole on the rear wing. Other 'Buick' and 'Wildcat' signage is cast directly into the body. The grille has the recessed mesh painted black like the prototype, and the side vents have a wash of black. The tail lights are picked out in red lacquer, with the inboard reversing lamps left the silver of the plating.

Being a pillarless hardtop, the sides have been left unglazed. The front quarter-lights are depicted admirably. The clear windows are snug fitting and well shaped. The interior detail is very good, and shows the detail of the seat pleating and so on. There is also a detailed dashboard and steering wheel.

As is usual with Brooklin, only the main frame and running gear are cast on the base. The wheels are excellent and shod with authentic-looking tyres that come with thin whitewall

embellishments.

The Wildcat is superbly painted Champagne Mist Poly with a brown interior. In this case, Brooklin should be congratulated for achieving a very fine metallic look considering the small size of the model.

Information on Brooklin models can be obtained from Nostalgic Automotive Miniatures, phone 09 535 5725, or GRM Models, phone 03 213 1354. Thanks to Brooklin Models Ltd, Bath, UK (brooklinmodels.co.uk) for the review sample.



Dodge Charger R/T

Although 1:43 scale is usually regarded as the ideal collecting scale, the American market has shied away from it, preferring 1:24/25 and 1:64 scales. However, Greenlight has bucked the trend and produced quite a selection of

1:43 die-cast cars that are readily available in New Zealand. Most are associated with film and TV shows (like *The Fast and the Furious*), but there are also 'normal' cars available.

One example such I recently purchased is a 1970

Dodge Charger R/T. It is firmly from the muscle-car era. Overall, the lines are good and it has the all-important 'road stance'. Detail is good, with many added plated parts. The headlights are clear glazed, and the tail-light clusters are in red translucent plastic.

Other brightwork is represented by tampo printing.

Interior detail is good, and the chassis has reasonable detail. Nice beefy wheels and tyres finish this growly monster. It is painted white with a black interior, and costs around \$44 at model shops.



- ▶ Full vehicle galvanising
- ▶ Zinc/alu arc-spray metal coat
- ▶ Rust protection for a lifetime!

AUTOblast

www.autoblast.co.nz

☎ (09) 443 6574

Kiwi connection

A quick note on another Greenlight product with a Kiwi connection: Scott Dixon's IndyCar vehicle in 1:64 scale — although I don't collect racing cars as such, it is a must-have.

The model is typical of the genre and comes in a bubble pack, which the purist will not open! The card carries a bio of Scott on the back, and is number nine in the series. It is reasonably expensive for a 1:64, at nearly \$18.



241 Mystery car



Back to Europe this month, for a fast mid 1960s sporting saloon.

Send your solution, by email or snail mail, to Mystery Cars No. 241, *New Zealand Classic Car*, PO Box 46,020, Herne Bay, Auckland by mid March.

Last month's mystery was the Chrysler Royal, built in three series from 1957 to 1964 by the Australian arm of Chrysler. Our picture showed the AP3 final series, built from 1960 to 1963/4, the letters 'AP' standing for Australian Production. In its last couple of years, production was small scale, as Chrysler needed factory space to produce the successful six-cylinder Valiant S Series. The Royal was never a big-selling car, the AP1, AP2, and AP3 running out at 4748, 4402, and 4444 units for the three series,

respectively, but it kept Chrysler's Australian production lines working OK, until the success of the Valiant sixes signalled the end of the line for the Royal and its Plainsman wagon and Wayfarer ute siblings.

It was a vehicle of mixed parentage but not really a mongrel, as all the ingredients came from within the Chrysler operation — parts were borrowed from Dodge, Plymouth, and De Soto, some pre-existing in the Australian arm of Chrysler, but other stuff came from the States, and the V8 Fury motor fitted to some cars was, it seems, from Canada, while a few six-cylinder engines came in from Chrysler's UK plant.

The project was started in the mid '50s to give Chrysler some newer-looking cars to match GM's and Ford's offerings, as its own models were looking a bit old hat by now. There wasn't much of a budget available either, which explains much of the use of Chrysler's pre-existing worldwide parts bin, but the end result was quite an imposing car, with a solid presence on the road and a sturdy feel to the vehicle.

It was well fitted-out inside, came with power steering and power brakes, and the Chrysler carved itself a niche in government, police, and corporate car fleets as transport for those who felt they needed to reflect some authority via use of an impressive vehicle. The car didn't come cheap at around or over the £2K mark, but it was strong and reliable, and better-off farmers were frequent purchasers, as the Royal could handle rough road conditions and cover big distances at speed and in comfort.

The first cars made were powered by side-valve six-cylinder motors, an 87kW, 3.8-litre (117bhp, 230ci) with manual gearbox, and a 4.1-litre (250.6ci) with the two-speed auto, but before long the Royal became available with the 5.1-litre (313ci) Fury V8 engine. With 164kW (220 gross bhp), and 440Nm of torque at 2800rpm, this was amply strong enough to power the big 1588kg Royal body along in fine style, with power to spare to drive through an automatic transmission, initially a PowerFlite two-speed, but the highly regarded TorqueFlite three-speed auto was introduced later on the AP3. The

auto was the standard transmission on the saloons and the wagon, which usually came with the 250 six and automatic, while the Wayfarer ute (AP2 series onwards) usually came with a three-speed manual, generally coupled with the six-cylinder motor. An accelerator-controlled overdrive system helped to reduce fuel consumption. The V8 was an option on the ute.

All cars were built on a 2921-millimetre (115-inch) wheelbase chassis, with coil-sprung independent front end with an anti-roll bar, and semi-elliptic springs at the rear. Steering was by worm-and-roller, and it needed 11.5 metres of road space to do a U-turn. It was a full six-seater, could carry a big family in comfort, and the V8s could top 160kph, at a cost of 16.6–17.6l/100km (16–17mpg). For a big car, acceleration was pretty smart: 0–60mph in under 14 seconds.



AUTOblast

www.autoblast.co.nz

☎ (09) 443 6574

ARC-SPRAY METAL GALVANISING

- Sacrificial zinc/aluminum metal coating
- Up to 65 years of rust protection
- Best surface preparation for paint



Ford RS200 Group B

Group B Rally cars were not created to fill a gap in showrooms; they were built to take on their rivals in a race series with as few rules as possible. The Audi S1, the Lancia Delta S4 (featured in this column last month), and the Peugeot T16 are the rivals we remember best. But let's not forget the Ford RS200.

To be able to compete in Group B, participants had to produce 200 road-going versions. Although the RS200 road cars were a tamer version of their gravel-spitting brother, they were still capable of getting 200kW from the 1.8-litre engine with an upgrade kit. In a small 4x4 hatchback, this is a single kilowatt less than a brand-new VW Golf R.

As Ford only needed 200 cars to be produced, the RS200 was largely built from bits and pieces of other cars in its line-up.

Due to regulations in Group B being somewhat laxer than in other race series, weight reduction was achieved by simply not installing safety equipment, and power was obtained by turning the boost up as far as it would go, blowing up an engine, then bringing it back one or two notches. There were reports of the RS200 having up to 600kW from the 2.1-litre variant in the mid '80s, with a 0–96kph time of 2.1 seconds. On the gravel.

Despite this, if not the fastest of the Group B Cars (S1), the RS200 is certainly recognized as the most exclusive and rarest. This brilliant Scalextric model may be as close as any of us will

get to seeing the RS200 in the flesh, let alone owning one. *Autoart and Scalextric models are available from all good toy and hobby shops. Contact Toymod Ltd (PO Box 18,263, Auckland, ph. 09 527 0122 / fax 09 527 0144) to find your closest retailer.*

WIN a Scalextric Team Lotus Type 49b

Graham Hill became the number-one driver for Lotus in 1968 in the Type 49B he helped develop following the deaths of Jim Clark and Mike Spence earlier in that same year. Hill went on to take his team to victory for the season and claim his second drivers' championship.

The Lotus 49 remains one of the most loved and respected cars in Formula 1 history. It was the first one to feature the engine as a 'stressed member' (meaning that the motor was integral to the structure of the car), and had varying degrees of success with the first aerofoil wings introduced during the '68 season. The 49 was retired in 1970 but lives on in the hearts and minds of many who love the sport.

To get a chance to win our featured Scalextric Type 49B — as supplied by the good guys at Toymod Ltd, the New Zealand Scalextric distributor — just answer the following question:

Q: Name Graham Hill's son, who also went on to Formula 1 greatness.

To enter this competition, head to classiccar.co.nz/competitions — competition closes March 15, 2016.

Autoart and Scalextric models are available from all good toy and hobby shops. Contact Toymod Ltd (PO Box 18,263, Auckland, ph. 09 527 0122 / fax 09 527 0144) to find your closest retailer.



It takes a bold person to accept a job offer when the two previous

occupiers of said job have perished undertaking the requirements of the role — unless you're a Formula 1 driver in the 1960s, when it's probably par for the course.

COMPETITION WINNER SCALEXTRIC CHEVROLET CAMARO

Q: At what race meeting did Joe Chamberlain make his Kiwi debut in the Camaro — and at what race meeting did the Camaro make its first appearance following a full restoration?

A: 1970 Bay Park International New Year Meeting

Winner: Anthony Walker, Timaru



- ▶ Full vehicle galvanising
- ▶ Zinc/alu arc-spray metal coat
- ▶ Rust protection for a lifetime!

AUTOblast

www.autoblast.co.nz

☎ (09) 443 6574

1930s elegance

The 1930s were indeed a very special decade in the history of automobiles. Some of the best examples of this famous period were the culmination of futuristic

innovation, along with limitless artistic expression creating elegance, glamour, and functionality. Can you identify these iconic '30s examples?



1



2



3



4



5



6



7



8



9



10

283

Classic crossword

By David Cass

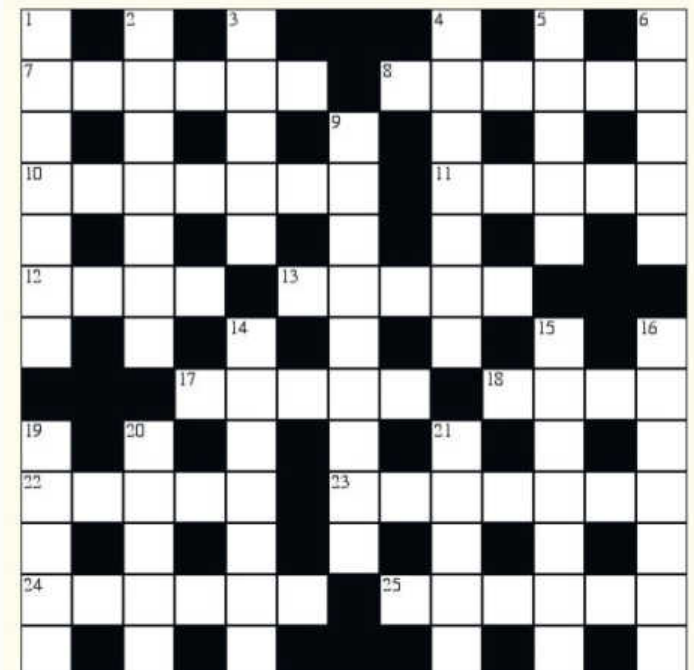
Find more crosswords online: themotorhood.com

Clues across:

7. This old-time RAC horsepower rating applied to UK cars of around 1200–1350cc (6) **8.** Opel-based German GT and performance saloon sold in considerable numbers from 1973 to 1989 (6) **10.** Belgian car built from 1902 to 1938: its sleeve-valve top-model cars rivalled the best in the world in quality (7) **11.** UK automotive-accessory company, noted mainly for electrical system componentry, active from 1860 to 1996, with the trademark now licensed to ZF in Germany (5) **12.** As with 7 across, this RAC horsepower rating covered cars of around 960 to 1100cc (4) **13.** French terminology for a station wagon or estate car (5) **17.** Prominent French car company; France's second-best-selling brand behind Renault for some time in the 1950–'60s (5) **18.** Australian microcar built by Lightburn from 1963 to '65 (4) **22 (and 3 down).** Italian automobile stylist and businessman, head of Ghia from 1953 to 1963 (5,5) **23.** French car designer, the 'D' of DB, builder of successful small sports and GT cars from 1938 to 1961 (7) **24.** Lamborghini's 1968–'69 update version of the V12 400GT, with body by Marazzi (6) **25.** US automobile built from 1946 to '51 — there were rumours around that other major US auto companies froze out supply of essential parts and components to hinder the company's success (6)

Clues down:

1. Lightweight French-developed coachbuilding system of the 1920s using fabric on a jointed wood frame (7) **2.** The upmarket version of the Standard 10, built from 1957 to '60, with two-tone paint job and tiny tail fins (7) **3.** See 22 across (5) **4.** British car company founded in 1907: from 1931, it was the most prominent Rootes Group and Chrysler UK marque name through to 1976 (7) **5.** ----- car racing is a hugely successful US oval-track racing category, formalized in 1948 under Nascar branding (5) **6.** Widely used name for early type non-synchromesh gearboxes — the name taken from noises typically produced by inept drivers when changing gears (5) **9.** Model name for Plymouth's sporting coupé built from 1964 to '74, initially Valiant-based (9) **14.** Buick model name (1949–1999) best remembered perhaps by the 1963 onwards personal luxury car series (7) **15.** Rather obscure UK builder of various cars, taxis, trucks, and fire engines. Successful pre World War I, it had faded away by 1925, not helped by an unsuccessful 1921–'24 V-twin model designed by Granville Bradshaw (7) **16.** A ----- rod is a transversely mounted lateral location device for a beam-type rear axle (7) **19.** British company, active from 1921 to 1967, built successful and sometimes innovative (front-wheel drive by 1928!)



sporting and luxury cars, and aero engines (5) **20.** Ex-Ford metallurgist (inventor of vanadium steel) who, in 1919, left Ford to build his own car from 1921 to '26 (5) **21.** Toyota's six-cylinder sports coupé, built from 1978 to 2002 in four generations — a modern classic? (5)

Answers to last month's crossword, No. 282

Across:

7. Aronde **8.** Mehari **10.** Magneto **11.** Fuego **12.** OTAS **13.** Metro **17.** Piper **18.** Bora **22.** Ariel **23.** Goliath **24.** Du Pont **25.** Nascar

Down:

1. Salmson **2.** Douglas **3.** Adler **4.** Bedford **5.** Pacer **6.** Pilot **9.** Sovereign **14.** Girling **15.** Monarch **16.** Panhard **19.** Halda **20.** Nippy **21.** Sloan

1



2



4



3



1 CRC SILICONE MIST 500ML

CRC Silicone Mist is a dry-type silicone spray formulated with 100-per-cent pure food-grade silicone oil for light lubrication and mould release. It is applied as a fine dry mist and instantly forms a colourless clear ultra-thin film, providing a non-stick surface without oily residue. It does not build up, carry over or soak in, and can be used on equipment in operation to minimize downtime. Shine those tyres, lubricate the machinery, and disperse water with this fantastic all-round product. For more information, head to myautomotive.co.nz.

2 SIGMA ART LENSES

Sigma's Art lens range is renowned for advanced optics that bring out the full potential of DSLRs, making them the ideal companion on summer cruises around the country. Allowing for enhanced control of light and composition, these lenses feature bright, wide apertures that allow for shallow depth of field, and low dispersion glass elements that minimize distortion. The Sigma Art lenses are available in a range of focal lengths — perfect in capturing impressive shots of architecture, starry skies, and other scenery. The Sigma Art lens range is available from all good photography retailers throughout the country. For more information, visit crkennedy.co.nz.

3 AMPRO AIR ENGINE CLEANING GUN

Are you after the best degreasing tool money can buy? How about something that isn't battery powered? The AmPro Air Engine Cleaning Gun is exactly that — it uses your home or workshop air compressor to power what is the most powerful cleaning tool in your arsenal. Fill up the 700ml tank with whichever degreasing fluid tickles your fancy, and blast away. The extended shaft ensures you'll reach those hard-to-get-to areas, and the gun takes your usual quarter-inch air-hose fittings. For more information, head to myautomotive.co.nz.

4 SHELL HELIX HX7 10W-40

Shell Helix HX7 10W-40 uses both synthetic and mineral technology to help keep your engine clean and therefore running efficiently. The combination provides a greater level of performance than just a mineral base alone, and protects your engine from daily wear such as motorway traffic, when your engine is constantly changing pace. Able to be used in gasoline, diesel, and gas engines, as well as those running biodiesel and gasoline-ethanol blends, this versatile oil has an RRP of \$47.99 for a four-litre bottle. Visit shelllubricants.co.nz for more information on the entire Shell Helix range.



5 CREEPER SEAT — RECTANGLE

Are you sick of standing around in the workshop completing lengthy tasks that could be carried out sitting down? If so, then the Torin Big Red is the seat for you. Measuring 360 by 365 by 365mm, it's almost a completely square unit, and comes with extra-thick padding to ensure you have a comfortable working station. Better yet, the Big Red comes with wheels so you can slide back and forward to the beer fridge or smoko room, and is fitted with a tool/parts tray, which doubles as a pie holder. It's an absolute steal at \$52.31 delivered. For more information, head to myautomotive.co.nz.

6 POWERALL ELEMENT POWER BANK JUMP STARTER

Are you looking for the ultimate in power-bank technology? Something which can jump-start the car and boat, and handle delicate tasks such as charging electronics? The PowerAll Element Power Bank Jump Starter may be by far the most diverse power bank on the market. It features a 400-amp maximum output, a torch, USB charging outlets, built-in circuit protection and much more! It really is the ultimate solution for everything that needs energizing. The PowerAll Element Power Bank Jump Starter is available from Repco, PlaceMakers, Farmlands, Corys Electrical, Hunting and Fishing, Smart Marine stores, and more. For more information, visit weseechange.co.nz/powerall.

7 MEGUIAR'S ULTIMATE BLACK TRIM SPONGES

Rejuvenate your car's exterior trim and plastic with Meguiar's new Ultimate Black Trim Sponges. With breakthrough UV clear-coat technology providing durability and protection, these sponges work well on mirror covers, roof racks, door handles, grilles, windscreen-wiper cowl, and more. The special formula provides a rich darkness and shine, dries fast, doesn't leave any greasy residue, and lasts for weeks — it's perfect for bringing that rich lustre back to weather-worn exterior trim and mouldings. For more information, call Smits Group freephone on 0800 227 422, or visit smitsgroup.co.nz or meguiars.co.nz.

8 SHELL HELIX HX5 15W-40

The multi-grade formulation of Shell's premium Helix HX5 lubricant helps to provide protection for everyday driving conditions. A clean motor allows for oil to flow quicker to where it is most needed, resulting in an engine that is better protected and better performing. Formulated with cleansing technology which is up to 23 per cent more effective* at removing sludge from dirty engines, Helix HX5 delivers benefits throughout every stage of the oil-change cycle. Suitable for use in both petrol and diesel engines, Shell Helix HX5 15W-40 has an RRP of \$44.99 for four litres. For more information, visit shelllubricants.co.nz. *compared with Shell Helix HX3

Get it in front of hundreds of thousands of potential buyers

List it in *New Zealand Classic Car* magazine and get a complimentary online listing on autotrader.co.nz, aa.co.nz/cars/cars-for-sale/, and carandsuv.co.nz

THERE ARE TWO OPTIONS:

1. List it yourself for only \$20. Go to carsforsalenz.co.nz. Upload multiple photos and as much text as you like. Your ad will also be published in *New Zealand Classic Car* magazine (if space permits) for a minimum of one month. Renew your online listing for free as many times as you like.

2. Don't have the internet? We can load it for you for only \$30. Send us one photo and up to 25 words by filling in the form below. Your car will be listed for one month online and be published in *New Zealand Classic Car* magazine

NAME:	PHONE:	CITY/SUBURB:
EMAIL:	YEAR:	MAKE: MODEL:

Amount: \$30.00 Cheque ☐ Credit card ☐

Card number _____ (Please make cheque payable to Parkside Media Ltd.)



Visa ☐ M/Card ☐ Amex ☐

Expiry date _____

CSC _____

Name on card: _____

Signature: _____

Remember to fill in your name and contact details at the top of this form and include your photograph, then mail to us at:

New Zealand Classic Car
PO Box 46,020
Herne Bay, Auckland 1147

DEADLINE FOR THE NEXT ISSUE: MARCH 04, 2016 for Issue No. 304 (applies only to submissions for the magazine).

If supplying a photo you wish to have returned, please include a stamped self-addressed envelope.

Listings will appear in *New Zealand Classic Car* magazine in the next available issue but will be loaded online immediately.



1992 Porsche 968

Nice car that drives well. Auto or manual gearbox, 139,000km. Major service at 130,000km, receipt available. \$12,800. Ph. 09 415 9387.



1956 Austin A30

Petrol, floor-shift manual. Has been repaired and reupholstered; needs some TLC. Spare parts. Registration on hold. \$9,500 ONO. Ph. 07 386 8537.



1960s Ford V8 60

Vintage speedway midget for sale (No. 10). Ph. 07 847 5648.



1938 Lincoln V12 convertible

One of the 220 built, only one in New Zealand. Beautiful, well-balanced, classical lines. Very tidy, original vehicle. Has overdrive, radio, and heater. Ph. 07 847 5648.



1980 Holden Kingswood ute

Professionally fitted and certified 350ci Chev V8 crate engine. Brake lines etc. have all been replaced with cupro-nickel. Current registration and WOF. \$8750 ONO. Ph. 027 955 6763.



1967 Ford Mustang

Convertible 289ci V8, automatic, new dark blue hood, white body, two-tone blue upholstery. Owned by same owner for the last 23 years. 106,000 miles. \$45K ONO. Ph. 021 780 114.



1986 Chevrolet Corvette

Boy's toy for over 10 years, not thrashed. Brakes overhauled, digital dash refreshed, still plenty to play with. Interior worn, some accessories need attention. Boyd Coddington rims, which look great with the pearl white paint. Converted to RHD. \$18,500. Ph. 09 951 7526.



1971 Volkswagen Beetle

Super Bug, semi-automatic in excellent condition. It has a new engine that has done around 5000km, and runs very well. Fully serviced. Paint in good condition. \$8K spent to remove all rust, and now fully warranted and registered until May 2016. \$15K. Ph. 07 981 8938.

▶ CLASSIC CAR — SEE ALL CARS ONLINE AT CARSFORSALENZ.CO.NZ**1979 Triumph 2500 S MOD**

Vintage Triumph in good, but not running, condition. Little rust. No WOF or registration, requires some work to get sorted, radiator broken. Great project car for someone. In good shape for its age. \$1500. Ph. 09 423 8492.

**1990 Porsche 911 Carrera 2 964 RS Kit**

Full RS bodykit fitted, 17" BBS forged magnesium two-piece alloys, near-new Pirelli P Zero Rosso tyres fitted, full leather, rear spoiler, 3.6L air-cooled flat-six, CD/stereo, upgraded Bilstein suspension, upgraded exhaust system and more. Recently serviced. \$69,995. Ph. 03 741 8115.

**1988 Honda Legend**

New Zealand new, we are delighted to offer what must surely be the best available example in New Zealand. Electric seat, air conditioning, alloy wheels, one owner for the past 28 years. Silky smooth Honda drive. One out of the box. \$6995. Ph. 03 748 1804.

**1990 Toyota Hilux**

242,000km, aftermarket grille, front and rear lights, Momo steering wheel, Recaro seats, 18-inch rims and good tyres, Alpine stereo, has wiring ready for an amp and subwoofer, Tuff Deck and sport lid. Just been serviced, rust-free. \$5800. Ph. 07 981 8941.

**1990 Mercedes Benz 190E**

It has always been garaged, 91,246km, and is a two-owner import from Singapore with all the original books/paperwork. No sign of rust or damage. It will be sold with a new rego and warrant. \$2950. Ph. 07 863 5057.

**1990 Opel Vectra A Series 16V**

New Zealand new, five-speed man.; power steering; ABS; electric windows, mirrors, and sunroof; 251,000km. WOF until Mar. 2016, rego exp. Dec. 2015. Oil leaks and heating and cooling issues. Not to be sold for parts. \$1495 ONO. Ph. 027 419 2717.

**1990 Toyota Corolla**

Manual, new cambelt kit, water pump, and brake pads. Has a fairly new radiator, stereo with USB and aux., average condition. WOF until end of June, rego expires end of January. \$1K. Ph. 027 436 5525.

**1990 Honda Civic**

Original 150,633km, new WOF, four new tyres, 16V engine, five-speed manual, needs new CV joints. Clear coat peeling off in areas, and one unprofessional body repair to the rear left-hand side; interior has no rips or tears. Runs fantastic. \$2K ONO. Ph. 021 211 9306.

**1986 Ford Falcon XF**

Owned for 15 years current rego and WOF. Towbar and original factory radio/cassette! Still handy tow wagon with loads of room in the back. \$2,500. Ph. 06 843 0411.

**1990 Mazda Familia**

Great wee runabout. She may look a little rough in some places but has been a reliable car for the past seven years and had no major mechanical issues. Has treated me very well. \$1K. Ph. 03 383 3625.

**1975 Ford Escort**

Cindy Sparkle is a 1975 Mk2 Ford Escort and is as mint as they come with no rust that we know of. She drives smooth and is a great cruiser. \$11,499. Ph. 06 825 6684.

**1970 MG MGB**

Had vehicle for 16 years, few minor dents, no rust. Good motor, new clutch and water pump. Telescopic shocks all round, electric overdrive, drives well. \$10,500. Ph. 06 759 7459.

**1980 Nissan 280Z**

Near-complete car and motor. Suitable for parts or restoration project. \$2K. Ph. 027 274 4943.

**1986 Opel Monza GSE**

Great condition, three-litre five-speed manual, New Zealand new, 64,000 miles. Family owned last 20 years. \$7,900. Ph. 027 273 2767.

**1980 MG Midget**

Small two-seater sports car. Complete restoration work was undertaken in the UK in 1990s. Documentation showing restoration work available. Full New Zealand / MAF compliance, including extensive under bodywork and reseat. \$9,950. Ph. 03 310 6485.

**1972 Chevrolet Chevelle**

This was a California car. A nice genuine clean and honest car. 396 big block rebuilt under 200 miles ago, rebuilt turbo 400 tranny (TH400), Edelbrock RPM intake. \$46K. Ph. 021 796 039.

**1980 Ford Escort**

Careful female owner. I've never dinged it or been in an accident. Always driven with care. Overall great condition. Original vinyl roof, no tears or damage. Complimented almost daily when out and about. \$7,999. Ph. 06 825 6616.

**1957 Ford Prefect**

I've owned this car since 2011 and am selling due to poor health. It was reconditioned in 2011 (receipts available); the generator, alternator and starter motor were reconditioned at the same time. \$6,500. Ph. 03 744 1524.

**1967 Pontiac GTO**

Stored from 1974 till 2011, this car is a true survivor. It has had all new rubbers, springs, shocks, and motor gaskets. Interior is the colour blue, in excellent condition. \$46K. Ph. 07 981 8926.

**1971 MG B**

Very good all round condition, an excellent example of this classic sports hatch. Recently professionally serviced and tuned in Wellington by J A Davison and Co Ltd. New battery fitted in June. All four tyres have heaps of tread. \$9K. Ph. 04 830 2894.

Editor's pick

EACH MONTH, WE SELECT ONE OUTSTANDING CAR FROM OUR CARS FOR SALE PAGES



1967 FORD GALAXIE

Ford launched the Galaxie in 1958 to capitalize on America's awe of all things NASA - and space-related. It was a key part of Ford's US line-up until its demise in 1974, and was also produced in Ford Australia's Homebush facility from 1964 to 1968.

This beautiful red example was originally imported into New Zealand by Ford parts specialist Ajay's, in Waihi, to be used as a wedding car. When that business venture came to an end, Bob Boniface managed to take ownership of the vehicle with only 37,000 original miles (59,545km) on its odo.

Bob was quick to use his connections to bring the Galaxie back to near-perfect condition. The underside of the car was blasted and painted black, with a panel beater sorting out a few minor panel issues, and then giving the Galaxie a full paint job in the original red. The car's

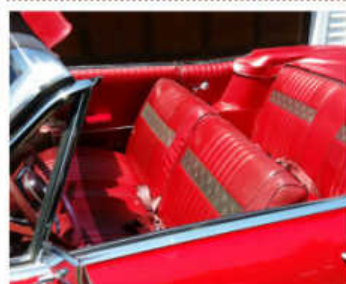
interior is still in full original condition, which Bob describes as "Near concours condition". The car certainly hasn't just been a garage queen, though, and, despite the low mileage, it has been enjoyed immensely on road

trips around the North Island, providing a comfortable and plenty-powerful ride. The Galaxie comes with a recent valuation by Craig Johnson Automotive Expressions of \$58K.



FOR FURTHER INFORMATION

Contact Bob Boniface
Ph. 021 888 000



0800 807 926

Are you a club member?

Contact us to see what we can do for you and your club



swann insurance

▶ CLASSIC CAR — SEE ALL CARS ONLINE AT CARSFORSALENZ.CO.NZ



1957 Ford F100

Custom Cab. Strong 289 V8 with C4 auto, Accel ignition, new Edelbrock carburettor. We would like to finish another project, so will sell as is to first person with 13K! \$13K. Ph. 03 234 5451.



1985 Toyota Townace

I have had this van for almost nine years and love it! It has been regularly serviced, is converted with a frame plus bed in the back. It doesn't look the prettiest on the outside, but the engine is good and there should be a lot of life left in it yet. \$2,500. Ph. 03 741 8758.



1957 Mercury Monterey Montclair

Be the first registered owner of a freshly imported '57 Mercury Montclair (Monterey upgrade). The Montclairs featured upgrades and 'safety features' such as a recessed steering wheel, power steering, upgraded interior, and seat belts. \$64,500. Ph. 06 370 1641.



1955 Ford Fairlane

American built. All original (except updated paint), and all matching numbers. This car goes like a dream. Very strong, healthy-sounding motor. \$44,500. Ph. 06 370 1641.



1980 Daimler XJ12

Fully restored collector's item. New front and rear brakes done by Jaguar dealer in Tauranga. New tyres, stereo, and speakers; custom leather steering wheel. Beige leather interior, green metallic paint job. Customized front and rear body. \$14,500. Ph. 07 579 0030.



1978 Cadillac Biarritz 425 Coupe

1978 Cadillac Eldorado Coupe. Factory 425 engine and auto travelled 44,000 miles. Brand new warrant of fitness, last owner seven years. Good all round condition for age and has proven to be reliable. \$13,500. Ph. 021 902 248.



1988 Mitsubishi L300

Good solid van which runs on LPG and petrol. Runs well, and very cheap to get around in, being LPG. Cheapest fuel you can get and there is no road tax, etc. like diesel. Has been well looked after, no dents, and is tidy inside. \$3,900. Ph. 021 168 4120.



1988 Ford Courier

New warrant and rego. Reasonable condition for age, have owned for five years. Has been a very useful vehicle. \$1K. Ph. 09 814 8951.



1968 Sunbeam Alpine Series 5

1725cc. Spares and H/T. Very original. \$20K. Ph. 09 298 5956.



1966 Plymouth Satellite Convertible

Restored in 2000. Big block 383. Four-speed console, bucket seats, western interior, triple back, uprated power steering, power disc brakes. Registered, WOF. \$50K. Ph. 03 683 1508.



1990 Isuzu Wizard

This model is actually the Space Cab ute. Comes with two rear roof racks plus front bumper rack. Have owned for five months and have since updated. Good contractor vehicle. Runs well, body a bit rough but no major rust. \$2,500. Ph. 021 075 5140.



1985 Mitsubishi Cordia

Selling on behalf, last owner has owned since 1987. Goes well for a 30-year-old car, has small dents and has been keyed on both sides (not too bad). Test drives welcome. \$1,300. Ph. 027 427 5074.



1978 Ford Mercury

Has been in New Zealand since 1983 and is still on its original black plates. The motor (original, matching numbers) is excellent and the three-speed auto (recond. by previous owner) is smooth and changes perfectly. New paint job approx. one year ago — completely rust-free body. \$7,800. Ph. 07 981 8920.



1958 Fairlane Skyliner Retractable

Has had two peoples' choices and best American at a show. Has a new warrant and registration and is in excellent condition. Personal plates not included. Genuine enquiries only. Price by negotiation. Ph. 027 579 7275, after hours 07 868 5989.



1984 Lotus Excel Classic

White with pale blue velour trim and navy leather cappings. Lotus 2.2, 931 petrol, twin overhead cams, five-speed manual, air cond., power steering, factory alloys. Above-average condition and well serviced. 13,500 miles (21,600km). \$15K. Ph. Don Hadfield 021 797 340.



1986 Opel Monza GSE

Great condition, three-litre five-speed manual, New Zealand new, 64,000 miles. Family owned for the last 20 years. \$7,900. Ph. 027 273 2767.



1986 Pontiac Firebird

1986 Pontiac Firebird, left-hand drive, 2.8-litre V6. Current rego and WOF. Includes Night Rider Scanner and Garman Navman. 129,000 miles (NB: miles, not km). \$10K. Ph. 021 234 0111.



1990 Mitsubishi GTO

GTO Recaro special. 140,000km. Tiptronic transmission. two-door coupé. \$6K. Ph. 03 741 8948.



1981 Holden Brock VC

Genuine Brock Commodore. Matching numbers. Excellent original condition apart from T5 five-speed gearbox (which needs work). VN front brakes fitted. Car was imported from Australia in 1995, I have owned the car for the past 10 years. \$65K. Ph. 027 437 5461.



1990 Honda CRX

Current reg. until end of November 2015 and WOF until March 2016. 1990 CR-X Limited Edition. ONLY 600 were made like this. Only 129,000km, automatic, dual carb. 1.5L. Body and interior are in nice condition for its age. \$2,500. Ph. 027 353 8762.

▶ **CLASSIC CAR — SEE ALL CARS ONLINE AT CARSFORSALENZ.CO.NZ**


1984 Mitsubishi L200

This vehicle has been very reliable over the past year. Has a flat deck. Comes with full canopy. Regrettably selling as I needed to get a van for work. \$3,500. Ph. 03 741 8939.


1989 Ford Econovan

Runs well. Have new tail light but can't fit it due to dented corner, hence warrant and rego have lapsed. Has been sitting since Christmas and is surplus to requirements. Roof racks included. \$800. Ph. 029 572 1777.


1976 Datsun 260Z

I bought this car sight unseen and planned to turn it into my dream Datsun; however, on getting the car, it turned out to be in a far nicer condition than expected, and I'm not one to go and ruin an already hard to find original condition classic. \$26K. Ph. 027 210 6227.


1988 Chevrolet Camaro

V8 fuel-injected Camaro. Very tidy, with new tyres and new top. \$15K. Ph. 03 688 6308.


1968 Jaguar Mk2

A New Zealand—new rust-free car in exceptional condition. Starter motor, distributor, dynamo, bushes, and bearings replaced. Not many left in this condition. \$28K. Ph. 07 543 3141.


1967 Ford Mustang

The 1967 Mustang brought the first major redesign. A true classic of its time and now looking for a new owner to cherish it. Running a nice C-code 289 V8 into an automatic transmission, with power steering and power disc brakes. \$42K. Ph. 027 447 3717.


1976 Chevrolet Blazer

Blue and white Chevy Cheyenne Blazer. Dual fuel — LPG/petrol. Tidy condition. Current WOF and rego. Sold race car, no longer needed. \$8K. Ph. 07 981 8907.


1977 BMW 525i

Rare classic 1977 BMW personalised plates shows '6 valves'. Three owners in total. Current owner since 2003. Central locking and alarm. Tow bar fitted. Also has alloy wheels. \$3K. Ph. 06 824 1548.


1968 Ford Mustang Notchback

Very tidy, well maintained. Genuine reason for selling. 302 heads, individualized air shocks, new rubbers throughout, and mag wheels. Original wheels and tyres available, with spares. This car comes out of Bakersfield, California, USA. Ph. 06 753 5371.


1990 Mazda Eunos

Tidy condition. Manual transmission two-door convertible. \$4,500. Ph. 03 545 1774.


1964 Ford Cortina

Mk1 Cortina 'Super' 1500 cc with original motor, gearbox. No modifications (apart from the extractors, steering wheel, and mag wheels). I have owned this since 1988 (fourth owner). \$8K. Ph. 07 578 8418


1998 Hyundai Accent

Has had a new cam belt, new brake pads, and new water pump at 207,400km. Efficient fuel-injected engine running very well. The paintwork is showing some signs of age but has no noticeable rust. \$1400. Ph. 021 086 56177.


1992 Toyota Celica GT4 RC

Immaculate GT4 RC, Over \$32K spent by a previous owner. Lovely car. Viewing recommended. \$12K. Ph. 027 630 2578.


1939 Atco Junior Safety Trainer

This very rare and exceptional piece of British motoring history was built by the Atco Lawnmower Company. Offers over \$8K. Contact the owner via email at: georgelowe@xtra.co.nz.


1986 Jaguar XJ-S V12

In excellent original condition and drives perfectly. 75,000km. Current reg. and WOF. Regretful sale — last owner a passionate Jaguar fan. \$17,500. Ph. 021 464 866.


1979 Mitsubishi Lancer

This vehicle had one owner 1979 to 1981. Genuine low km at 163,000 and very good condition with 'limited' rust noticeable and sound engine, makes this a very good purchase. New WOF passed with NO work necessary. \$4,999. Ph. 06 374 6223.


1999 Audi S4

Very clean car — it was taken care of by its last owner and myself. Recent work completed includes new window tints, black rear badges, headlight igniter replaced, and new rocker cover gaskets. \$8K. Ph. 021 796 039.


1995 Mitsubishi GTO

3000 V6, 4WD, automatic, 240hp. Cam belt has been done. Mint condition. \$5,995. Ph. 021 023 75720.


1987 Jaguar XJ-S Cabriolet

Jaguar XJ-S-C 3.6-litre overhead-cam motor, five-speed manual. Two owners. Beautiful restored condition, many spares. Please call for additional information, including photos. \$24,990. Ph. 027 443 2119.


1987 Jaguar XJ-S

An import from England and the speedo/odometer is in miles. It had a full mechanical rebuild at 93,000 miles. Photos and receipts (>\$30K) are available. Needs some minor cosmetic work. \$12K. Ph. 07 985 9389.



▶ CLASSIC CAR — SEE ALL CARS ONLINE AT CARSFORSALENZ.CO.NZ



1991 Toyota Cressida Grande GLX

Beautiful original example. A luxury drive, six-cylinder twin-cam 24-valve fuel-injected, limited-slip diff., power steering, four-speed auto with overdrive, ABS brakes, etc. \$6,500. Ph. 03 579 6324.



1976 Chevrolet Caprice

This is the actual car used in the movie *McFarland, USA* starring Kevin Costner. This car was beautifully restored for the movie. Full with air hydraulic system, chain steering wheel. Still to go through compliance and registration. \$49K. Ph. 09 951 5638.



1975 International D1300

1975 D200 International 345 automatic. Both need rebuild, chassis needs work from failed extension, spare chassis supplied, current cab, ex-fire service Wellington. \$2,500. Ph. 021 886 006.



1954 Hudson Super 6

1954 Hudson Jet, three-speed manual with overdrive, original continental kit. 94,500 miles, reconditioned in 1999 at 90,000 miles. Comes with complete spare rolling chassis and other spare parts. Current WOF and rego. \$13K. Ph. 07 868 8881.



1979 Chevrolet Camaro

Good reliable engine, mild cam. Garaged and regularly looked after. Recently added alloy radiator, 650 Holley carb, K&N 14" air filter, chrome alternator, alloy steering pump, and power-steering belt. \$23K. Ph. 09 955 7788.



1989 Honda Civic

Goes well but has no warrant due to body rust and a cylinder-head leak. Cannot afford to repair so am selling. Only used for family transport. Selling as is. \$450. Ph. 09 534 3096.



1972 Mercedes-Benz 350SLC

She has travelled 125,000 miles. The car has not been out of the garage for a couple of years, as my husband cannot drive any longer. Body is mint. Soft- and hardtop. She drives and rides beautifully. \$15K. Ph. 027 201 2520.



1976 Lola T332 F5000 / Frisbee Can-Am

Lola T332/3 purchased ex US as the John Morton 'Frisbee' single-seat Can-Am. Currently race ready in Formula 5000 configuration. Sale includes all Frisbee bodywork and fittings. \$210K. Ph. 027 228 5695.



1980 Austin Mini

A beautiful wee car completely rebuilt with 1999 parts, engine, and running gear, only done 27,000km from new, manual gearbox, air bag, air conditioning, and leather seats. \$18K. Ph. 03 312 6466.



1984 Holden WB

WB Holden ute, HZ front, panelled and painted a year ago, used only a few times. Have new hood lining that has to be fitted. \$9,500. Ph. 07 981 8898.



1989 Nissan Fairlady

The first Japanese supercar, this twin-turbo three-litre V6 is strong, solid, fast, and reliable. Doesn't use any oil between changes. Very tidy condition, absolutely no rust, been garaged for as long as I have owned her. \$7,300. Ph. 027 214 9141.



1980 Ford Escort.

1.3L Mk2. Original condition, four private owners, gets driven on car-club runs twice a month, in good all-round condition, great to drive. It's a goodie! \$5500. Ph. 03 3181879.



1967 Ford Galaxie

Original condition. Only 38,000 original miles. Purrs and drives like new. Has had some minor careful rectification of blemishes from its 48 years of light use, and has had its underside blasted and refinished. \$50K. Ph. 021 888 000.



1999 Jaguar XJ8

This is a New Zealand-new vehicle and has travelled only 118,000km. Beautiful condition throughout and would suit the buyer. Frost green with unmarked parchment leather. Wood as new. \$9995. Ph. 022 020 3393.



1972 Ford Ranchero

Excellent condition inside and out. Handles like a dream. 351 Cleveland, 600 vac. secondary Holley carb re-kitted, recon. nine-inch diff, hood, lining, and seats. \$22K. Ph. 09 951 7570.



1998 Jaguar Daimler

New Zealand new. 153,000km, 3980cc, automatic, full service history, beautiful condition, car has won events. \$15K ono. Ph. 03 217 2831.



1990 Porsche 944 Turbo

Collector's supercar with only 32,000 miles. Imported by Archibald Porsche in Christchurch. Great condition inside and out. All belts and head gasket done. \$28K. Ph. 09 430 2177.



1960 Holden FB

Original running gear with HR front suspension and disc brakes. 14x6 mag wheels. Engine has done 30,000 miles since full reconditioning. Finned alloy tappet cover. Alloy twin-carb manifold and cast-iron exhaust manifold. HR diff and brakes. \$25K. Ph. 03 308 1304.



1959 BMW Isetta

Bubble car with sunroof option, luggage rack, and workshop manual. New Zealand new. Overhauled soon after purchase by current owner, some wear and tear with use since. Sought-after appreciated classic which will repay any further investment. WOF, rego until August 2015. \$30K. Ph. 09 445 4328.



1990 Lancia Thema 8.32

Genuine vehicle, powered by the Ferrari V8 that the factory put in this car. 71,000 km, warranted, complied, and ready for rego. Google this fabulous Lancia Thema 8.32. I also have a Lancia Delta for sale. \$17K. Ph. 022 020 3393.



swann
insurance

0800 807 926

Are you a club member?

Contact us to see what we can do for you and your club

CLASSIFIED ADVERTISING

FIND A CLASSIC BARGAIN
USING THIS FREE SERVICE

CARS FOR SALE

For sale — 1958 Metropolitan. Registered but needs repairs for WOF. Any offers over \$10K will be considered. Ph. 04 577 0350.

For sale — 1984 Fiat Uno. 1300cc, 260,000km. Tidy, three owners, good motor and gearbox. Recent new cam belt, reg. service, and WOF till March. Ph. 09 5344862 to make an offer.

For sale — Sandpacer beach buggy. New build. 1500cc motor, short wheelbase, new cert., WOF and rego. Drives well, great fun machine. \$13K ONO. Ph. 09 443 1354.

For sale — 1966 Austin 1800 Mk1. New brakes and tyres. New VIN, 18 years stored. Original interior, matching numbers, original plates. Very tidy. \$6K. Ph. 03 544 0045.

For sale — 1987 Falcon five-speed manual, 45,000km original. Ph. 03 203 8779 or 027 211 3076, or email tony.fay@xtra.co.nz

For sale — Armstrong Siddley Whitley 1952. 100-per-cent original. Bock plates, rego on hold, needs new home. \$5K ONO. Ph. 027 677 7306, Wairapa.

For sale — 1985 Jaguar XJ6. Beautiful Series 3 model featuring rare 3.4 engine. Solent Blue with biscuit cloth interior, cruise control, sunroof, leaper mascot. Superb condition following extensive restoration, probably best Series 3 in New Zealand. Collector's item. \$12K ONO. Ph. 09 2393142 or 021 440883, cortina80@xtra.co.nz

For sale — Barn find, barn fresh in rural Rotorua. 1937 Chev pickup SW base truck — deceased estate. All complete, wooden, flat deck. Been on blocks and in very dry storage for 30 years or more. Wheels turn freely. Very restorable. Expressions of interest to Ian Bishop on 07 345 5720, or John Kirkland on 07 357 4876.

For sale — Morris Minors x7 in rural Rotorua. All in more-or-less-complete condition — deceased estate. Most are worthy of complete restoration. Can be sold as one lot or individually. Expressions of interest to Ian Bishop on 07 345 5720, or John Kirkland on 07 357 4876.

For sale — '88 Alfa Romeo 33. 1.5TL. Good body. Runs well. Needs a tidy. Reg. on hold. \$600. Ph. 06 370 5168 or 022 140 1772.

For sale — Daimler Series 3, 1985. Barn find, complete car, no rego. Not running, restore, wreck, project. Price negotiable. Ph. 027 677 7306.

For sale — Jaguar SII bonnet, boot lid, 2x front doors, 1x LR door. SWB. Good condition. \$200 the lot. Ph. 027 960 8644.

For sale — 1962 Jaguar Mk2. 2.4, manual. Complete car, but rust bucket. \$1500 ONO. Ph. 074 824 8506.

For sale — 1966 Jaguar Mk2. 2.4 manual synco box, wire wheels (five), heated rear window, Combs spats. Much work done. Four new door skins. \$7K ONO. Ph. 07 824 8506.

For sale — 1960 Peugeot 403. New Zealand assembled, very good car. Has been used regularly for years and mechanically looked after well. Also many spares. WOF, rego, handbook, and maintenance manual. \$5K ONO. Ph. 03 338 5210 or email flyingdutchman@slingshot.co.nz

CARS WANTED

Wanted — Lada 1500, good condition and roadworthy. Ryan, Ph. 07 823 7236.

Wanted — Volkswagen Kombi Westfalia '68-70s model, pop-top

camper in excellent condition. Any location in New Zealand. Ph. 03 312 6403.

Wanted — 1966 Oldsmobile Toronado or 1971 Buick Riviera. Ph. 09 376 9592.

Wanted — MG ZR 160 wanted. Ph. 06 345 6307 or 021 114 0355.

Wanted — Holden ute in good condition. HQ-HZ six-cylinder 202 manual. Ph. 07 3456540.

Wanted — Hillman Hunter station wagon or station wagon body for restoration. Contact max.barbara@inspire.net.nz, or ph. 06 345 4292.

Wanted — 1982-'85 Jaguar XJ12 HE Series 3. Ph. 09 239 3142 or 021 440 883, cortina80@xtra.co.nz

Wanted — Rover P6B 1972 power-steering unit. Ph. 027 489 0474.

Wanted — Pontiac Trans Am: 1970 or 1979 with 400cc engine, manual transmission, correct wheels, and interior. Ph. Grant on 09 238 8692 or 0274 946 193.

Wanted — Car mascots. Private collector will pay cash for your old car mascots. Please email Peter at carmascots@gmail.com, or ph. 027 432 7489.

Wanted — Bristol, car or parts in any condition. Ph. Stuart on 09 811 8990.

Wanted — Rostyle wheel for 1975 MG Midget (square wheel arch). Ph. Graeme on 04 566 2757.

Wanted — Jaguar XJS 3.6 litre. Anything considered, cash buyer. Email idahlberg@xtra.co.nz or phone Ian on 03 548 5446. Nelson.

Wanted — 1964 Rambler Classic suitable for restoration, parts or complete car. Ph. 027 628 5858.

Wanted — V8 Rover P6 power-steering box complete. Good working order. Ph. 03 578 9002 or 027 489 0474.

Wanted — Jaguar E-Type Series 1, two-seater FHC, anything considered. Ph. 021 715 800.

Wanted — Speedo for Jaguar SJ XJ12 in mph. Reads to 160mph. Ph. 027 960 8644.

Wanted — Datsuns, projects or good cars, anywhere in New Zealand. Ph. 021 027 07390.

Wanted — Jaguar XJ-S. Four litre, anything considered. Cash buyer. Email iahlberg@xtra.co.nz, or phone Ian Nelson on 03 548 5446.

Wanted — Mini, pre 1975, tidy and original. Preferably an 850cc but will look at anything available. Ph. Brian 027 432 2672.

Wanted — Solex moped. Must be complete, running, and rust-free. Will look at all models. Ph. Brian 027 432 2672.

Wanted — Jaguar XJC Coupé 1975/'78. Must be in good condition (bodily). Ph. 03 352 3705.

PARTS FOR SALE / WANTED / OTHER

For sale — Bonnets, grilles, front guards for Series I/II Jaguar XJ6. Heads, early XK to XJ6; cranks; pistons; rods; V12 ancillaries; other parts. Text: 027 960 8644.

For sale — Fiat Bambina parts. \$2K. Ph. 07 357 2039.

For sale — Four Stag alloys restored to as-new. Offers only. Ph. 021 245 8137.

Wanted — Door glass for a two-door Cortina MkII. Ph. 07 847 8449 or 027 474 3288.

Wanted — Workshop manual for a 1984 Rover V8 auto.

Wanted — Four Rostyle wheels, preferably 6.5- or 7.5-inch wide, 13-inch as on Capri. Ph. 021 646 665.

Wanted — HC Viva Rostyle rims wanted. Set of four factory rims, will consider and pay shipping costs to Christchurch. Ph. 027 898 673 or 03 382 1155 (ext. 3).

Wanted — International KB1 (1941-'49) parts. To the gentleman who phoned with steering column and door handles — could you please phone back, as I lost your number. Wayne, ph. 03 314 9995.

For sale — 1967 Mercedes-Benz 250 SE engine parts — cylinder head, pistons, rods, valve-timing gear. Factory service and parts manuals. \$100 the lot.

For sale — Fiat 500 Bambina, many parts available, all at reasonable prices. Ph. 07 357 2039.

For sale — Citroën heavy-duty hub caps, race steering wheel, 2x gear knobs, Dingo MMC spoiler, air horn. \$300. Ph. 022 020 5350.

For sale — Mag wheels to suit Mini. 10-inch x4. Offers. 03 434 2022.

For sale — Ford flathead V8 engine blocks x2. Offers. 03 434 2022.

For sale — New piston sets — Hillman 10, Vauxhall DX and LIX, Toyota 3K. Various sizes. Ph. 06 751 5554.

For sale — Piston rings, bearings, gasket sets, etc. for many makes and models, 1920s to 1980s. Reasonable prices. Ph. John on 06 751 5554.

For sale — Mitsubishi Celeste parts. Panel, interior, and some mechanical; round and square headlight model. Ph. 027 4435 699, Wellington.

For sale — Hillman 10hp 1932-'33 NOS parts. Brake linings, exhaust valve, kingpin set. Ph. Graeme on 06 353 6118, evenings.

For sale — Drift steering wheel, blue gear knob, air horn. Made in Italy. \$220 for all. Ph. 022 020 5350 (Wellington).

Wanted — Gearbox with overdrive for a 1971 Triumph Stag. Ph. 07 304 9777.

Wanted — Tailgate for 1939 Ford barrel-nosed pickup, must have 'FORD' lettering pressed into it. Ph. Brandon 021 036 6597.

Wanted — Mazda 121 or RX-5 parts, 1975-1981, also RWD 626 five-speed gearbox required. Ph. 021 376 867.

For sale — Eight steel oil-measuring cans with copper plates. From gallon to pint and Castrol storage. Peak condition. \$350 for the lot. Ph. 09 552 0609.

For sale — Audi Coupé GT 1981. Various parts for sale: front guards, doors, door glass, headlights and tail lights, trim, some mechanical parts. All going cheap. Parts in New Plymouth. Ph. 06 755 2810.

For sale — Vintage and classic parts (new) kingpin kits, tie-rod ends, front suspension / chassis parts, mechanicals, electricals, accessories galore. Ph. Ronald on 09 278 3888, evenings.

Wanted — '81-'83 ENI Honda Civic five-speed manual gearbox. Must be excellent condition or low km. Ph. 022 301 4437.

Wanted — Period accessories from the '50s and '60s, including Bullet mirrors and Lesco mirrors. Ph. 03 693 9016.

Wanted — Transfer box for 1983 Suzuki 4x4 SJ 410. Must be in good order. Ph. 03 578 4205.

For sale — Austin Seven 1937 16", Austin Ten 16" (four), 19" (two), Ford A 19", Ford C 17" 1935-'37, Ford V8 16" and 18", Morris 8hp 17", Morris 19" (two). \$200 pair, plus freight. Ph. Ronald on 09 278 3888.

Model cars (and some commercials and tractors) — Mainly 1/43 scale, by Schuco, Norev, Verem, Rio, Brumm, Somerville, Western, Rex, Heco, Ramei, CMC, Lansdowne, Brooklin, Esval, etc., spanning over 100 years (veteran, vintage, pre-/post-war, and modern), including Austin 7, 16, A40 sports, A35, A60, 1100, 105, Mini, Healey; Morris (33 Minor, Series E, incl. convert., 55 Oxford s/w, 1935-'38 8 sports). Hillman 1952 Mixx, '54 Californian, '55 convert., '57 saloon and convert., 1948 10 saloon and convert., Humber Hawk s/n, s/w and Snipe; Rover P5 d/h, 1950, 1998, '75, '84 SD1. Standard 8, 12, 14; Wolseley (1500, 18/85); Vauxhall (14 DX, Victor FE, Corsa, PB Van); S/ Talbot (90 and Alpine); MG A, B, SA, VA, TD/Amolt, Y, Magna, Magnette. Jaguar (SS, MkV, XK120/140, C, D, S, and E-Types, XJS, 420, 2.4, XJS), Morgan (1935, 1995), Jensen-Healey, Interceptors, Aston Martins, and Lagondas, Daimler 8, Conquest, Majestic. Rolls-Royce and Bentley (all eras), Singer SM 1500. HRC, Fords (10hp 1936-1953, '65 Cortina, Consul Mk1 convert., Zephyr Mk1, MkII s/n, s/w, convert.; Zodiac IV; Escort s/w and RS 5; Pilot/woody; Comet; Taunus; Capri. Triumph (TR5, TR6, Spitfire IV), AC, Bristol, Jowett Javelin, A/Siddleley, Allard. Borgwards. Goliath, Lloyd, Skodas (1938 onwards), DKW (incl. vans), Auto Union NSU, Goggomobil, Freia, Messerschmidt, Isotta, Tempo (three-whirl comm.), Isotta-Frascini, Adler, DAF, Pegaso, Vespa, and various Lamborghini, Maserati, Lancia, Audi, Simca, Panhard, Tesla, Wiesmann, Bugatti, Volvo, Saab, Ferrari, Hispano-Suiza, Fiat, Alfa Romeo as well as many models of Renault, Citroën (over 100 incl. DS, Chapron, 2CV, C models), Peugeots, BMW (incl. EMM), Mercedes-Benz, Opel, Volkswagen (incl. wellside, vans, campers), Porsche. Concept cars: Citroën, VW, Peugeot, Exelero, Jaguar.

American Fords 1935 coupe/sedan/woody, 1947 sedan and woody, Bonus, 1959 Country Squire, Mustang, Fairlane, Edsel, T-bird, F100, Ranchero. Mercury, Lincoln, Plymouth, Dodge, De Soto, Chrysler, Nash, Chevrolet, Cadillac, Hudson woody, Terraplane, Studebaker, Packard, Buick (incl. woody). 1935-'39 sedans, convert. coupe. Lincoln Zephyr, Graham.

Japanese incl. Skyline, Corolla, Rav4, Evolution, 300ZX, S800, RX7, Subaru.

Grand Prix / Formula 1 incl. Ferrari, Porsche, Lola, Lancia, Cooper, BRM, and German Racing (Opel, Audi, Jag 'S' variations).

Tractors: Ferguson, Fendt, Eicher, Lanz, Porsche, Hanomag, MAN, IHC/Harvester, Claas.

Trucks (incl. fire dept and petrol tankers): Opel, Borgward, Hanomag, Mercedes (and Unimog), DAF, Volvo, Kenworth, MAN, Magirus, Krupp, Bussing.

Motorcycles: BMW (R25/3, 60/2, 75/6, 90/s, K1200), Horex, DKW, NSU, Zundoff, Vespa, Kriedler, Zundapp, Heinkel, Ducati, Norton, Jawa.

Schuco tinplate (repros, oldtimers, etc.) and tiny Piccolos (solid metal 1/90).

The above are representative of those in stock now. All imported direct. Give Roger a call (or leave a message) on Ph/Fax: 09 309 0939 (09 520 4286 pvt.), poweralbion@gmail.com (include ph. number) — ALBION (model) CARS, 101-103 Beach Road, Auckland Central; PO Box 28,435, Auckland 1541.

CLASSIFIEDS (TEXT ONLY — NO PHOTOS) These ads are placed in the magazine only and are absolutely FREE!

NAME:

PHONE:

ADDRESS:

EMAIL:

☐ CARS FOR SALE / CARS WANTED

☐ PARTS FOR SALE / WANTED / OTHER

This is a service for private advertisers for parts and automobilia. This section does not include cars for sale. Maximum 25 words. These advertisements run for two months.

To place your classified ad, send it to us by:

Email: info@parkside.co.nz Fax: 09 360 1470

Post: NZ Classic Car, PO Box 46,020 Herne Bay, Auckland 1147

(Please keep text to a MAXIMUM of 25 words, or your text will be edited to fit.)



**West Auckland
ENGINE
RECONDITIONERS**



SPECIALIZING IN CHRYSLER AND ALL AMERICAN VEHICLES

- + **SUPERFLOW DYNO**
- + **PARTS:** Large range of Mopar and aftermarket parts
- + **MACHINE SHOP:** We have a full in-house engine machine shop to handle all aspects of engine reconditioning and performance modifications
- + **WORKSHOP AND TRANSMISSION SHOP:** Full workshop service for all mechanical repairs on all makes and models. TorqueFlite transmissions, repairs, recos and performance modifications



**20 Henderson Valley Rd
Henderson, Auckland**

Ph: (09) 838 7536 Call Eric Livingstone
email: waer@xtra.co.nz / www.waer.co.nz

Bringing your dreams to reality



LTV Certification

- ❖ Restorations and Panel Beating
- ❖ Roof Chops and Body Drops
- ❖ All Rust Repairs
- ❖ Airbag Suspension
- ❖ Chassis Modification



Rodz Ridez & Restorationz Limited

Phone **03 544 8446**
Email rodzridezrestorationz@xtra.co.nz
12H Gladstone Road, Richmond, Nelson

 **Rodz Ridez & Restorationz**

DO YOU WANT A HOT BODY?
WANT A CAR THAT PEOPLE HAVE TO STOP & LOOK AT?

Here are 6 Outstanding Reasons to Choose The Surgery for Your Classic Car's Restoration & Repair

- We Guarantee you that all rust repairs and paintwork carried out on your car by us will remain in first class condition for a period of 10 years. If not, we guarantee to put it right absolutely at our cost! In addition we will give you enough fuel to drive your classic the length of New Zealand!
- Our 25 years of experience in the restoration field is yours to be called on
- We will empower you with detailed costing of your project, so that you can make informed decisions
- We take photos of the work that needs to be done, update them as the work progresses and email them to you, so from any part of the world, you are in the picture
- You will have personal contact with us, with sound, timely information relayed to you on a regular basis
- Peace of mind that we are taking care of your pride and joy



Visit our website to see some of our work www.thesurgery.co.nz

The Surgery
9 Wall Place, Tawa, Wellington
p. 04 232 7543 f: 04 232 8543
thesurgery@thesurgery.co.nz




TAYLOR
AUTOMOTIVE LIMITED
SPECIALISING IN EUROPEAN & CLASSIC CARS



- ★ COMPLETE ENGINE RECONDITIONING
- ★ FULL VEHICLE SERVICING & ENGINE FITTING SHOP

JAGUAR - DAIMLER - RANGE ROVER
BMW - MERCEDES - TRIUMPH - STAG

TECHNICAL ADVICE/COLLECTION
& DELIVERY ARE PART OF OUR SERVICE

6-10 Auburn Street, Grafton, Auckland
Email: taylorautomotive@xtra.co.nz
Phone: 09 377 8404 - Fax: 09 377 8402

**BY'GONE
AUTO SERVICES**

Classic & Sports Car maintenance
+ Race Car preparation and fabrication

Malcolm Clark

Ph/Fax 09 483 3991 Mob 021 210 7729 bygone@paradise.net.nz
9/318 Beachaven Road, Beachaven, Auckland.

Resene

Automotive & Light Industrial

Coatings experts at your door

CROMAX[®] PRO
BY CROMAX[®]

STANDBLUE[®]
WHEN PERFECTION IS EXPECTED

www.rali.co.nz | 0800 108 008

WIRE WHEEL SERVICES LTD

For every aspect of wire wheel repair

- ★ COMPLETE REBUILDS
- ★ TRUING
- ★ BALANCING
- ★ NEW WHEEL SALES



New Zealand's oldest Wire wheel business
705 MARSHLAND RD CHRISTCHURCH
Ph. Mike O'Neill
on 03 323 6202 or 027 644 1974

Air Flo HYDRAULICS LTD



AK 524 6519
Fax 0-9-524 6363

9 Alma Street
Newmarket, Auckland
www.airflohydraulics.co.nz

POWER STEERING PROBLEMS?

Call the Specialists for

- Fast, efficient service
- No obligation quotes
- NZ's largest range of tested exchange units
- Passenger & commercial
- All makes of vehicles

Wiri Auto Electrical

Wiri Auto Electrical & Batteries Ltd

FOR ALL AUTO ELECTRICAL REPAIRS

Classic cars in Auckland area – we can come to you.

Daily runners – come to the workshop.

5% discount for New Zealand Classic Car readers.

Century Yuasa Batteries sold here.

Tel: 09 262 2660 • Email: info@wiriauto.co.nz

POLISHING AND PLATING OF ALL CAR PARTS

From bumpers to exhausts and trims to engine parts. Any metal, any finish. We also do abrasive blasting.



21 Maldon St, Christchurch
Phone (03) 366 2708,
Fax (03) 377 9088

www.escortmetalphishers.co.nz

AIRONAUT CUSTOMS BROKERS LTD

The Car Shipping Specialists Import & Export

- Temporary Imports/Exports
- Seafreight and airfreight quotes
- Export documentation
- Carnet Clearances
- Import & exports sea and air freight
- Marine Insurance

Contact: Grant Hudson or Peter Colebourne
Ph: 09 309 8814 Fax: 09 366 0512
www.aironaut.co.nz

ALL BRAKES for ALL MAKES

INCLUDING:

- Fittings
- Pipes
- Hoses
- New and custom-made



Clutch & Brake Specialists

09 636 4919

www.sterlingbrake.co.nz

berry Panelbeaters

RESTORATION COMMERCIAL ACCIDENT

Keith McEwan



M: 021 626912 ★ P: 09 525 3242 ★ F: 09 525 3243
15 Fairfax Ave, Penrose, Auckland 1061
berrypanelbeaters@gmail.com

CARBURETTOR SPECIALISTS

Tulmac



- ▶ Full reconditioning service
- ▶ Carburettor body, re-bushing, and shafts supplied
- ▶ Specializing in Weber, Dellorto, Su, Stromberg, etc.

40 YEARS' TRADE EXPERIENCE

FREE ADVICE

Contact Graeme Tulloch
Ph. 027 612 2312 or 06 368 2202 Levin
www.tulmac.co.nz • tullochfamily@xtra.co.nz



We specialise in wire wheels repairs and restorations



Green Road, RD 6
Palmerston North
Call Craig on 06 324 8345
or 027 231 7864

Bespoke Auto Glass

Classic, Custom & Competition Cars



Jeremy Tagg 021 1616 831

www.bespokeautoglass.co.nz

Wood Trim and Veneer Experts



Wood veneer dashboards or any solid wood trim. We can repair, re-veneer, or completely remake the wood trim in your car.

Upper Classics NZ

2 Halls Place, Christchurch ✕ upperclassics.com

Country Classic Cars Ltd.

The One Stop Restoration Shop

OLD SKOOL BODYWORK, PAINTING, AIRBRUSHING & ALL OTHER RESTORATION NEEDS.



Our aim is to make your restoration/custom job as stress free and painless as possible.

Check out our website

WWW.COUNTRYCLASSICCARS.CO.NZ

699 Rongotea Rd, Palmerston North
Ph. 06 324 8884 A.H. 06 324 8688
E. graeme@countryclassiccars.co.nz



Coventry Classics Ltd

Classic Jaguar Reproductions in Alloy



Coventry Classics Ltd
PO Box 147, Mosgiel, Otago.
Ph: 0274 352 517

www.coventry-classics.com

Classic Tyres

Importing all European & American specialty tyres including Dunlop, Avon & Michelin Rd, Track & Competition tyres, in addition to normal cross-plys, 80/82 series radials & whitewalls

Classic Tyres
P O Box 2245
Tauranga 3140
www.classic-tyres.co.nz
Ph: 07 571 5525
Fax: 07 571 5526
Mob: 027 605 4040
Email: ctyres@wave.co.nz



A living, working display from the 1950s to the 1980s

Omakia Classic Cars is a unique collection that gives a special insight into both Marlborough and New Zealand motoring.

Like us on Facebook for weekly updates
facebook.com/OmakiaClassicCars

ENQUIRIES info@omakiaclassiccars.co.nz
www.omakiaclassiccars.co.nz

79 Aerodrome Road, Omakia

Resene

Automotive & Light Industrial

Coatings experts at your door

CROMAX[®] PRO
BY CROMAX[®]

STANDBLUE
WHEN PERFECTION IS EXPECTED

www.rali.co.nz | 0800 108 008



This astounding Museum is the result of **one man's dream** and over 50 years of collecting.

it's a 20th century treasure-trove

With such a wide variety on display there is something for everyone.

The National Transport & Toy Museum houses one of the largest private collections in the world including over 700 vehicles, 14 Aircraft and 60,000 plus Toys and Miscellaneous items.

State Highway 6 | Waiwaka

www.nttmuseum.co.nz

OTAHUHU
ACP
CHROME PLATERS

20 HUIA ROAD
OTAHUHU
AUCKLAND

THE CHROME RESTORATION EXPERTS

SPECIALIST
METAL POLISHERS
ALL METALS INCLUDING
ALUMINIUM &
STAINLESS STEEL



PH: 09 276 9689
FAX: 09 270 2103
CHROME.PLATERS@XTRA.CO.NZ | WWW.CHROMEPLATERS.CO.NZ

www.mountshop.co.nz

MOUNT SHOP

QUALITY GUARANTEED!

freephone 0508 86 66 86

Not Your Average Car Painter

If you are serious about your pride and joy and want the paint finish it deserves, call us today

or check out our website at
www.showpaint.co.nz



CASCADE AUTOFINISH

139 Cascades Road, Pakuranga, Auckland
Phone 09 576 4345 John Lisle

AUTO RESTORATIONS

Vintage and Classic Cars

MECHANICAL REPAIRS - AUTOMOTIVE ELECTRICAL
AUTOMOTIVE ENGINEERING - PANEL BEATING
VINTAGE RADIATORS - COACH BUILDING - PAINTING

52 Stewart Street | Christchurch 8011
E: allan@autorestorations.co.nz | T: +64 3 366 9988

SOUTHWARD CAR MUSEUM

Venues at Southward's
Wedding and Conference Facilities

"The largest and most professional conference facility on the Kapiti Coast."

For bookings and enquiries please email:
amber@southwards.co.nz

www.southwardcarmuseum.co.nz

Dashboard Restorations

Have your classic's sun-damaged, cracked and deformed dashboard restored to a long-lasting factory-new finish using our unique thermoforming process.

Dashboards • Consoles • Armrests
Custom work • Interior recolouring

www.dashboardrestorations.co.nz

3/54 Ellice Rd, Glenfield
Phone: 09 444 4211 • Fax: 09 444 4311
Email: info@dashboardrestorations.co.nz

BATTERY ADDITIVE

A lot of people in our conditioning programme are getting 8-10 years by treating batteries early, repeating every 2-3 years, and keeping them charged

Available at
 

recharge



Battery revitalizer and conditioner

recharge.net.nz | 0800 36 33 36

YOU NAME IT, WE'VE GOT OR WE'LL MAKE IT!

Most units available off the shelf



We custom engineer, re-engineer & repair

AES
AUTO ELECTRICAL SPARES LTD

0800 478 278
www.aespaes.co.nz

NZ Classic Car Mirrors & Accessories

ORIGINAL CLASSIC STYLES FROM THE ORIGINAL ENGLISH MANUFACTURER

TEX MIRRORS & WIPERS - ALLOY ROCKER COVERS
- ELECTRONIC IGN. CONVERSIONS - DISTRIBUTORS
- DYNAMATORS - LUCAS LAMPS & ACCESSORIES
- WOODRIM STEERING WHEELS

104 Third Ave, Tauranga, Ph. 021 598 774
Email: sales@classicparts.nz
www.classiccarmirrors.com

BRUCE MCILROY LTD
BENTLEY Authorised Bentley Service & Rolls-Royce Heritage Dealer



A. Cnr Racecourse & Alford Forest Roads
Ashburton 7776
Ph. 03 308 7282
A/h. 03 308 7372 / 027 223 1600
E. bruce.mcilroy@xtra.co.nz
www.bentleyservice.co.nz

SERVICING • REPAIRS • RESTORATIONS • PARTS • SALES

COMPLETE AUTO BODY RESTORATION SERVICES

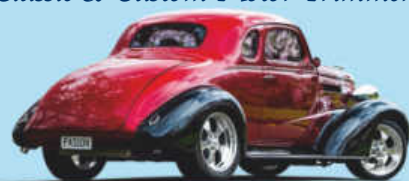
RESTORATIONS UNLIMITED



www.restorationclassiccars.co.nz

199 Ingestre Street, Wanganui
Email: info@restorationclassiccars.co.nz
Telephone: 06 345 5515 • Fax: 06 345 5515

Classic & Custom Motor Trimmers



Specializing in classic cars and hot rods

Phone: 06 357 0835 • Mob: 027 474 4118
Email: ccmtltd@inspire.net.nz
Unit 1, 209 John F Kennedy Drive, Palmerston North
www.ccmt.co.nz

The only dedicated, enclosed vehicle transporter operating nationwide every week

CARS TAKEN SERIOUSLY



Picture Vehicles is the leader in Classic Car transport nationwide from a fully restored beauty to the barn find project. Non-runners, no problem.

Visit our website for a competitive quote:
www.picturevehicles.co.nz
info@picturevehicles.co.nz or 0800 259 010

NGATEA panelbeaters ltd

Vehicle Restoration Specialists




- High Quality Panelbeating
- Certified Welders
- Panel Fabrication
- Precision Chassis Alignment
- Windscreen & Radiator Specialists

12 Pipiroa Rd, Ngatea 07 867 7561
www.ngateapanelbeaters.co.nz | ngateapanelbeaters@xtra.co.nz

WHEELS / TYRES

MAGS, TYRES, WHEEL ALIGNMENTS, WHEEL BALANCING, AND REPAIRS



AUCKLAND

MTS PERFORMANCE

Lowest price guaranteed on wheels, tyres, and suspension
mtsp.co.nz / 021 4 TYRES (021 489 737) / 82 Wairau Road, Glenfield

BAY OF PLENTY

CLASSIC TYRES

Importing European & American tyres including Dunlop, Avon, & Michelin
classic-tyres.co.nz / 07 571 5525 / PO Box 2245, Tauranga

ADENS TYRES

Get tyres and more, straight to your door!
adenstyres.co.nz / 0800 ADENS TYRES (0800 233 678) / 100A Maleme Street, Tauranga

MANAWATU-WHANGANUI

HAMCO INDUSTRIES

We specialize in wire wheels repairs and restorations
027 231 7864 / 410 Green Road, RD6, Palmerston North

WELLINGTON

ACTION TYRES

We'll tread you right!
actiontyres.co.nz / 04 939 2284 / 7 Wareham Place, Seaview, Lower Hutt

SUSPENSION / STEERING

COILOVERS, SHOCKS AND SPRINGS, STEERING JOINTS, AND SUSPENSION COMPONENTS



AUCKLAND

GEORGE STOCK & CO

Your first choice for performance suspension systems
georgestock.co.nz / 0800 STOCKS (0800 786 257) / 8 Te Apunga Place, Mt Wellington, Auckland

THE DROP SHOP

Custom air suspension specialists
thedropshop.co.nz / 021 384 666 / 70 Kerrs Road, Manukau, Auckland

WAIKATO

GET LOW CUSTOMS

We specialize in air suspension parts, installs, and custom fabrication
getlowcustoms.co.nz / 027 247 2247 / 138 Riverlea Road, Hillcrest, Hamilton

MECHANICAL SERVICES

SERVICING, MODIFICATION, TUNING, RE-POWERS, AND ENGINE BUILDS



NORTHLAND

ATS TRUCKS

Right-hand drive conversions, importing, sales, parts, and servicing
atstrucks.co.nz / 09 438 1571 / 9 South End Avenue, Whangarei

AUCKLAND

AUCKLAND ENGINE REBUILDERS

From the latest to the oldest, we can rebuild it
enginebuilders.co.nz / 09 589 1280 / 2 Botha Road, Penrose, Auckland

EURO AUTO SERVICES

Specialists in European servicing and repairs
09 837 1526 / 26 Henderson Valley Road, Henderson, Auckland

GREG KENT AUTOMOTIVE

Peugeot vehicle specialists offering: servicing; diagnostic equipment; parts; total lubricants
peugeotmechanic.co.nz / 09 444 7703 / 80 Diana Drive, Wairau Valley, Auckland

SCUDERIA CLASSICA

Classic Ferrari for lease, static hire and driving experiences
021 213 2816 / 57 Marine Parade, Herne Bay, Auckland

ONE STOP MECHANICAL SERVICING LTD

Every facet of professional automotive solutions under one roof
onestopmechanical.co.nz / 09 525 3350 / 15 Kalmia Street, Ellerslie, Auckland

AUTO FRANCE LTD

Citroen, Peugeot, Renault specialists, Restoration. Service/repair of all vehicles
autofrance.co.nz / 09 278 4301 / 59D Ash Rd, Wiri, Manukau, Auckland

QUALITAT EUROPEAN MOTORS LTD

VW, Audi, Skoda specialists — Service and parts
qualitat.co.nz / 09 579 3710 / 220 Station Road, Penrose, Auckland

GLENDENE ENGINE RECONDITIONERS

60 years experience in engine reconditioning, servicing and repairs
ger.co.nz / 09 818 5352 / 31D Cartwright Road, Kelston, Auckland

AUTO SUPER SHOPPE COCKLE BAY

General repairs on all makes and models — classic to modern
stewardmotors.co.nz / 09 534 2134 / 30 Sandspit Road, Howick, Auckland

WEBER SPECIALTIES

NZ's finest & most experienced Carburettor Sales and Service team
weberspecialties.co.nz / 09 442 5479 / 2/12 Anvil Road, Silverdale, Hibiscus Coast

WAIKATO

ISAAC PERFORMANCE VEHICLES

New Zealand's No. 1 Ford performance and tuning specialists
ipv.co.nz / 07 377 2081 / Based at Taupo Motorsport Park, Taupo

TE RAPA AUTOMOTIVE REPAIRS — DYNO TUNING SPECIALISTS

Hamilton's "Engine Whisperers", guaranteed to deliver tuning expertise & professionalism
terapaauto.co.nz / 07 849 6722 / 14 Northway Street, Te Rapa, Hamilton

BAY OF PLENTY

CONCEPT DYNAMIC MOTORSPORT

Vehicle service, repairs, maintenance, dyno tuning, engine building, and development
conceptdynamic.co.nz / 07 572 5089 / 5 Hocking Street, Mount Maunganui, Tauranga

WELLINGTON

TULMAC CARBURETTOR SPECIALISTS

Specializing in carburettor rebuilds and full reconditioning services
tulmac.co.nz / 027 612 2312 / 5 Burn Street, Levin

POWERHAUS

Wellington's premier independent Porsche/European vehicle repairer for over 20 years
powerhaus.net.nz / 004 499 8715 / 160A Tinakori Road, Wellington

NELSON

TURBO CHARGERS

Specialized service and repair of all high-speed turbo chargers
turbochargersnz.com / 0800 4 TURBOS (0800 488 7267) / 108 Vickerman Street, Port Nelson

CANTERBURY

KELFORD CAMS

New performance camshafts, regrinds, valve springs, stainless valves
kelfordcams.co.nz / 0800 33 8000 / 15 Kennaway Road, Woolston, Christchurch

MICROTECH

Engine management systems
microtechnz.co.nz / 03 374 5000 / 125 Wordsworth Street, Christchurch

RE SINCLAIR

Experts in performance car modification, service, and tuning
resinclair.co.nz / 03 389 2126 / 35 Stanmore Road, Phillipstown, Christchurch

CONSUMABLES

OILS, ADDITIVES, FLUIDS, FUELS AND WORKSHOP CONSUMABLES



AUCKLAND

SOUTH PACIFIC ETHANOL

Suppliers of quality race fuels
southpacificethanol.co.nz / 021 885 902 / 20 Bledisloe Street, Cockle Bay, Auckland

RECHARGE BATTERIES

Battery revitalizer and conditioner
recharge.net.nz / 0800 36 66 36 / PO Box 350, Pukekohe, Auckland

FABRICATION

NEED SOME CUSTOM WORK? MAYBE A NEW EXHAUST, ROLL CAGE, INTERCOOLER OR CATCH CAN



WAIKATO

VALLEY CUSTOM

Quality design and fabrication from individual components through to 'turn key' cars
Facebook: Valley Custom / 07 823 4647 / 26 Matos Segedin Drive, Cambridge

CANTERBURY

BURKES METALWORKS

From chassis to steering wheel, we offer top quality custom bodywork
burkesmetal.com / 03 349 4413 / 7 Mountview Place, Hornby, Christchurch

RUSTORATIONS

Fabrication, superior quality restorations, workmanship you can trust
rustorations.co.nz / 03 374 6330 / 7 Penn Place, Riccarton, Christchurch

SOUTHLAND

COVENTRY CLASSICS LTD

Classic Jaguar recreations in alloy
coventry-classics.com / 03 208 0748 / 20 Oldham Street, Gore

PARTS / ACCESSORIES

GENERALIST PARTS SUPPLY, PERFORMANCE PARTS, OEM REPLACEMENT PARTS AND BOLT-ONS



AUCKLAND

RODNEY JAGUAR & ROVER SPARES

NZ's largest supplier of parts for MGF, Rover, Jaguar, Daimler
rjr.co.nz / 0800 757 772 / 17 Clayden Road, Warkworth, Auckland

HAWKSWOOD CLASSICS LTD

Mini, Morris Minor, Jaguar, MG, Triumph, Austin Healey, Daimler Parts
classiccarrparts.co.nz / 09 482 4114 / 9/318 Beach Haven Road, Beach Haven, Auckland

MUSTANG CONNECTION

Classic Mustang parts, panels & accessories. Huge range in stock
mustangconnection.co.nz / 09 253 9911 / 29 Neilpark Drive, Highbrook, East Tamaki, Auckland

BESPOKE AUTO GLASS

Classic, custom, and competition glass
bespokeautoglass.co.nz / 021 161 6831 / 17 Manu Place, North Shore, Auckland

RJR SPARES LTD

New and recycled parts for MGF, Rover, Jaguar, Daimler, Freelander, Range Rover
rjr.co.nz / 0800 RJR SPARES (75 7772) / 17 Clayden Road, Warkworth

WAIKATO

CORVETTE PARTS

We specialise in Corvette parts, importing & Corvette service
corvetteparts.co.nz / 07 543 2566 / Griffin Rd, R D 1, Tauranga

THE SPEED SHED

NZ's largest range of New Mustang Parts in stock
thespeedshed.co.nz / 0508 MUSTANG / 8 Matos Segedin Drive, Cambridge

BAY OF PLENTY

NZ CLASSIC CAR MIRRORS & ACCESSORIES

Original classic styles from the original English manufacturer
classiccarmirrors.com / 07 571 3119 / 75 Churchill Road, Tauranga

USA STREETWEAR

NZ's No. 1 American muscle car apparel supplier
usastreetwear.co.nz / 07 863 9082 / Bradford Street, Waihi

CANTERBURY

JAPANESE RACE SUPPLIES

Biggest range of performance parts — best price guarantee!
japrace.com / 0800 566 525 / 143 Antigua Street, Christchurch

KELFORD CAMTECH

NZ distributors of Ferrea valves, CMI heads, Comp cams, Supertech, and PAC racing springs
kelford.co.nz / 0800 338 000 / 11-15 Kennaway Road, Woolston, Christchurch

PROTECT AUTO SOUND

Sound and security specialists
protectauto.co.nz / 0800 HOOK IT (0800 466 548) / Unit 2/75 Blenheim Road, Christchurch

SOUTHLAND

E HAYES

The one-stop shop that's got the lot
ehayes.co.nz / 03 218 2059 / 168 Dee Street, Invercargill

NATIONWIDE

MINIBITZ

One stop shop for spares, restoration, and servicing
minibitz.co.nz / 09 837 0040 / 14A Corban Ave, Henderson, Auckland

AUCKLAND BEARING DISTRIBUTORS LTD

Specialist suppliers of Jap and USA wheel bearings, hubs and seals
aucklandbearings.co.nz / 09 444 6566 / Auckland, Manukau Cirt, New Plymouth

INTERIOR / ELECTRICAL

ALL THINGS AUTO-ELECTRICAL, AUDIO AND UPHOLSTERY



AUCKLAND

ROBINSON INSTRUMENT SERVICES

New Zealand's leading, Automotive / Marine Instrument sales and service provider
robinsoninstruments.co.nz / 09 636 5836 / 3/31 Princes Street, Onehunga, Auckland

AUTO ELECTRICAL SPARES

The alternator and starter motor specialists
aespare.co.nz / 0800 478 278 / 25 Paramount Drive, Henderson, Auckland

JIM WOONTON AUTO UPHOLSTERY

Specializing in vintage cars with over 50 years experience
woontonmotortrimmers.co.nz / 09 478 5482 / 51 Park Rise, Campbells Bay

WIRI AUTO ELECTRICAL

For all auto electrical repairs for classic cars and daily runners
wiriauto.com / 09 262 2660 / 121 Plunket Avenue, Wiri, Auckland

BAY OF PLENTY

ACTION CANVAS & UPHOLSTERY

Fittings, upholstery, covers, carpet, accessories, trimming, installation, repairs
07 574 1888 / 23A Hewletts Road, Mt Maunganui, Tauranga

MANAWATU-WHANGANUI

CLASSIC & CUSTOM MOTOR TRIMMERS

Specializing in classic cars and hot rods
ccmt.co.nz / 06 357 0835 / Unit 1, 209 John F Kennedy Drive, Palmerston North

CANTERBURY

CURRENT ELECTRONICS

Electronics wholesaler
currentelectronics.co.nz / 0800 401 857 / 11 Elgin Street, Sydenham, Christchurch

UPPER CLASSICS NZ

Wood trim and veneer experts
upperclassics.com / 03 962 7700 / 2 Halls Place, Christchurch

PANEL, PAINT, EXTERIOR

PANEL BEATING, PAINTING, CUSTOM BODY WORK, BODY PARTS AND EXTERIOR EQUIPMENT



NORTHLAND

FULL NOISE AUTO RESTORATIONS LTD

Panelbeating and restoration specialists
fullnoise.co.nz / 09 432 9351 / 35 Pokapu Road, Port Marsden Park, Ruakaka

AUCKLAND

AUTOMOTIVE BLASTING

Comprehensive media blasting service specializing in classic cars
09 2384298 / 0272902076 / 12A Subway Road, Pukekohe, Auckland

CLASSIC & AMERICAN RESTORATION SERVICES LTD - C.A.R.S

Award winning vehicle restoration centre
classicamerican.co.nz / 09 238 6683 / Unit 1, 197c Manukau Road, Pukekohe, Auckland

KWIK STRIP

Specialists in paint stripping and rust removal
Facebook: Kwik Strip Ltd / 09 828 1462 / 40 Patiki Road, Avondale, Auckland

DENNIS SYVERSTON CAR PAINTERS

Quality refinishers specialising in classics and V8s
09 238 9766 / 3 Paerata Rd, Pukekohe, Auckland

AUTOBLAST LTD

Vehicle mediablasting specialists
blasta.co.nz / 09 443 6574 / Unit 11, 59-63 Porana Road, Glenfield

WAIKATO

BODYMODS

Specializing in custom metalwork and panel beating on all makes and models.
Facebook: Bodymods / 07 849 7006 / 745 Te Rapa Road, Hamilton

BAY OF PLENTY

KIWI METAL POLISHERS

Bog-paint and rust removals, plus we polish alloy wheels and housings
metalphishers.co.nz / 07 347 9728 / 50 Pururu Street, Rotorua

TARANAKI

CLASSIC AUTO REPAIRS OPUNAKE

We restore classic and vintage cars and do insurance accident repairs
classicrestorer.co.nz / 06 761 8098 / 44 King Street, Opunake manawatu-wanganui

RESTORATIONS UNLIMITED

Complete auto body restoration services
restorationclassiccar.co.nz / 06 345 5515 / 199 Ingestre Street, Wanganui

CANTERBURY

AEROTECH

Quality body-kit manufacturer
aerotech.co.nz / 03 384 3629 / 16A Macces Road, Christchurch

AUTO RESTORATIONS

Vintage and classic cars
autorestorations.co.nz / 03 366 9988 / 52 Stewart Street, Christchurch

OTAGO

WHITESTONE PANEL PAINT AND COACH LTD

Panel fabrication, alloy/steel, classic restoration, reproduction, crash repair, and paint
whitestoneppc.co.nz / 03 433 1216 / 7 Dee Street, Oamaru, North Otago

NATIONWIDE

FINAL TOUCH

Stonechip / dent repairs, paint sealants, detailing, bumper repair, wheel restoration
finaltouch.co.nz / 0800 346 258

SERVICES

VALUATIONS, INSURANCE, SHIPPING AND TECHNICAL SERVICES



AUCKLAND

KW HISTORICS - LOTUS & TVR

Home of Lotus - NZ's top parts, service, new/used car dealer
lotus.co.nz / 09 274 3020 / 21D Lorient Place, East Tamaki, Auckland

CLASSIC VEHICLE SOLUTIONS LTD

Affordable, safe, secure vehicle storage in Auckland
classiccarsauckland.nz / 09 276 2726 / 16 Marjorie Jayne Crescent, Otahuhu, Auckland

VIPIRE CAR RENTALS LIMITED

Mercedes-Benz & Bentley rentals — the luxury car specialist
viphire.co.nz / 0800 847 888 / 1384 Dominion Road, Mt Roskill, Auckland

SELECTCLEANING AUCKLAND

Affordable and thorough home cleaning specialists. Regular weekly or fortnightly.

selectcleaningauckland.co.nz / 09 366 1660 / Mobile service

CANTERBURY

BRUCE MCILROY LTD

Authorized Bentley service and Rolls-Royce heritage dealer
bentleyservice.co.nz / 03 308 7282 / Cnr Racecourse & Aldford Forest Roads

NATIONWIDE

CAR VALUATIONS NZ LTD

Car Valuations & Investigations — Nationwide — Where we're needed
carvaluation.co.nz / 0800 5000 40 / Nationwide

DRIVELINE/ BRAKES

BRAKES, GEARBOXES, DIFFS, DRIVESHAFTS AND AXLE PARTS AND REPLACEMENTS



AUCKLAND

STERLING CLUTCH & BRAKE

All brakes for all makes, including caliper overhaul and cylinder reconditioning
sterlingbrake.co.nz / 09 636 4919 / 55 Neilson Street, Onehunga, Auckland

DR TRANS

Automatic and manual transmission specialists
09 444 6222 / 6A Kaimahi Street, Glenfield, Auckland

DIFFS R US

Not only diffs, also chassis fabrications, suspension, tubbing, custom body modifications
09 270 0855 / 4A Kaka Street, Otahuhu, Auckland

WAIKATO

ROCKET TRANSMISSIONS

Providing top quality auto and transmission repair services since 1980
rockettransmissions.co.nz / 07 829 8217 / 1313 Horotui Road, Hamilton

BAY OF PLENTY

THE KRYSLER SHOP

9-inch housings, performance axles, full-floating hubs, third members, brake kits
thekryslershop.co.nz / 07 575 2206 / 8/19 Rerewai Place, Mt Maunganui

COATINGS

HEATPROOF, COSMETIC, CHROME AND SPECIALIST COATINGS & WATER TRANSFER PRINTING



AUCKLAND

HIGH PERFORMANCE COATINGS

Exhaust coatings, piston coatings, turbo coatings, and much more
hpcoatings.co.nz / 09 267 1007 / Unit 0/62 Mahia Road, Manurewa, Auckland

OTAHUHU CHROME PLATERS

The chrome restoration experts and specialist metal polishers
chromeplaters.co.nz / 09 276 9689 / 20 Hua Road, Otahuhu, Auckland

MANAWATU-WANGANUI

SPRAYTEC

Locally owned and operated spray painting, panelbeating, and custom coating
spraytecldpn.co.nz / 06 357 2468 / 34 Bennet Street, Palmerston North

CANTERBURY

ELITE POWDER COATING

Ceramic exhaust coating, quality powder-coating, 8x4m sandblasting booth
elitepowdercoating.co.nz / 03 366 3388 / 41 Leeds Street, Phillipstown

THE JUDGING IS COMPLETE, THE RESULTS ARE FINALIZED, AND THE COUNTRY'S LARGEST AND MOST PRESTIGIOUS CLASSIC CAR EVENT — THE 43RD ELLERSLIE INTERMARQUE CONCOURS D'ELEGANCE — IS OVER FOR ANOTHER YEAR. WE TAKE A LOOK AT THE YEAR'S MASTERS CLASS WINNER, THE WINNING TEAM, AND THE SURVIVORS CLASS WINNER.

ALSO INCLUDED IN OUR APRIL EDITION:

A FULL WRAP-UP AND RESULTS OF THE 2016 TARGA BAMBINA.

KITS AND PIECES CHECKS OUT A CHRISTCHURCH-BUILT ICON THAT'S TRAVELLED A ROCKY ROAD SINCE THE DEVASTATING EARTHQUAKES.

MOTORMAN — DONN ANDERSON TAKES A LOOK AT THE MG MIDGET, A LITTLE CAR WITH A BIG HEART.

1996

20 YEARS AGO

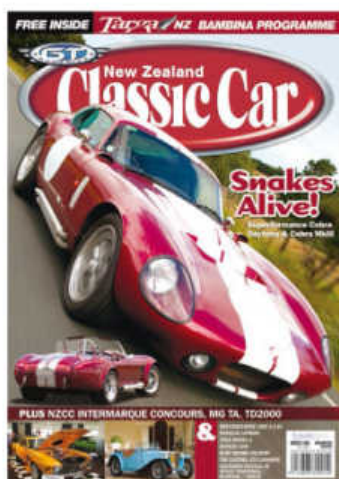
March 1996: Viva Lagonda
BPK 203 — it's red, it's rare, and it's here



2006

10 YEARS AGO

March 2006: Cobra out of Africa
Super performance MkII and Daytona coupé



2011

FIVE YEARS AGO

March 2011: Muscle car passion
Oldsmobile 442 W-30



TO PURCHASE BACK ISSUES ONLINE, GO TO:



MOUNT SHOP



determination



dedication

Congratulations
MARSH MOTORSPORT
Breaking 500kph



4-789

315-1

Freephone: 0508 86 66 86

www.mountshop.co.nz



For more information on the new 718 Boxster contact your Official Porsche Centre or visit www.porsche.co.nz

The sporting gene is dominant.

The new 718 Boxster.

Arriving June 2016.

1957. The 718 Spyder set out to teach the meaning of awe to the well-established. With a mid-mounted, four-cylinder boxer engine and a consistent lightweight construction. That is how it conquered the most challenging racetracks in the world. And today? The legend lives on – and it's more thrilling than ever. Discover more about the 718 Boxster generation: www.porsche.co.nz



PORSCHE

GILTRAP PORSCHE Auckland Ph 09 360 3200
CONTINENTAL CARS PORSCHE Auckland Ph 09 526 8991
ARMSTRONG PRESTIGE Wellington Ph 04 384 8779
ARCHIBALDS Christchurch Ph 03 377 5200